

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 36.]

SATURDAY, SEPTEMBER 6, 1873.

[WHOLE NO. 1,950, VOL. XLV. 46

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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sure efficiency and close connections with the Chesapeake and Ohio Railroad at Staunton, and thence to Huntington, on the Ohio River.

## NOTICE TO INVESTORS.

The attention of the investing public is called to the limited remainder of the NORTHERN PACIFIC RAILROAD SEVEN-THIRTY LOAN. The unsold balance will be soon absorbed by current sales, after which the Company has resolved to issue only six per cent. bonds.

There are now more than 500 miles of the road in regular operation, with a growing traffic; surveys and construction are progressing satisfactorily; the survey prosecuted the present season, in connection with the Stanley military expedition, has resulted in the location of an excellent line through Western Dakota and Eastern Montana, and the company has advertised for proposals for grading and bridging the Yellowstone Division, extending 205 miles from Bismarck, at the crossing of the Missouri River to the crossing of the Yellowstone, in Montana. The Company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly \$6 per acre, and the proceeds of land sales constitute a Sinking Fund for the repurchase and cancellation of first mortgage bonds.

The Company's seven and three-tenths per cent. gold bonds, the last of which are now offered, yield nearly 8½ per cent. per annum at the present price of gold.

All marketable securities are received in exchange at current rates, and full information furnished on inquiry.

JAY COOKE & CO.,  
No. 20 Wall-st., New York.

At a recent meeting of the Portland, Rutland, Oswego and Chicago Railway Co. the shareholders voted to accept the act extending the time for locating and completing their road, and elected the following officers: President—Allen Haines, Portland. Directors—N. C. Rice, W. H. Fessenden, J. W. Lane, Portland; D. W. O'Brien, Cornish; Henry V. Poor, Brookline, Mass.; Oscar F. Fowler, Bristol, N. H.; Fred. Billings, Woodstock, Vt.; John Cain, Rutland, Vt.; Gilbert Malison, Oswego, N. Y.; W. McEckron, Jones Falls, N. Y. Treasurer—John Neal, Portland. Clerk—Moses Gould, Portland.

## Where our Future Supply of Iron is to Come From

Pennsylvania still has the lead in the amount of iron manufactured and coal mined, being pre-eminently the mineral State, although New York, Ohio, New Jersey, Michigan, Missouri and Virginia have of late years shown remarkable growth in these industries. The opening of the Chesapeake and Ohio Railroad has done much to bring the coal and iron regions of the latter State into active development. There were more than a dozen furnaces in operation along the line of this road when it was opened through the Kanawha coal fields last year. Since then grounds for eight new furnaces have been purchased, three of which are now in course of erection. Some of them will be placed on the coal-lands, others on the ore lands, the average distance between the richest ore deposits of Virginia and the famous Kanawha coal-beds being 150 miles. The "Low Moor" Iron Company will also ship ores to the New Jersey and New York furnaces from their "bluff ore beds," near Clifton Forge, as well as to the furnaces in Southern Ohio and Eastern Kentucky.

No less than 146,000 acres of coal lands along the line of the Chesapeake and Ohio Railroad have changed hands within the present season, most of which will be worked as soon as practicable. Five of the mines are now being supplied with shoots side-tracks, inclines, &c., preparatory to shipping. Five saw mills and two stave factories are also among the industries recently opened. A car-wheel foundry is already going up at Huntington, and a rolling mill and locomotive works are talked of. The advantage of the West Virginia coal operators in having a market both East and West for their coal, of which there are four varieties—the dry-burning bituminous, gas, splint, and cannel—must be signal. The splint is used as a substitute for charcoal in iron-making, while the bituminous is a perfect substitute for the English coal which is now so high in price as to admit the American article to many markets hitherto supplied wholly by Great Britain.

Lucius Robinson, former Comptroller of the State of New York, has been elected first vice-president of the Erie Railway Company.

**Proposed Oil Pipe to the Seaboard.**

There is now an effort being made, and with alleged success, to form a company to pipe oil from the petroleum regions to the commercial marts on the seaboard. The proposition is one which will, of course, strike the general reader with amazement, and command the serious attention of scientists and mechanics; but it must be remembered that this is the age of wonders, and while two Pennsylvania aeronauts are just perfecting their arrangements to cross the Atlantic by means of a balloon, and a combination of other Pennsylvanians will meet this week in Pittsburg to further consider the project of improving the navigation of the Ohio river by feeding it with water from Lakes Erie and Chautauquan, we must not be surprised with the offer to pipe oil from its sources of supply to its market of consumption.

But the proposition to pipe oil from the petroleum regions is certainly most wonderful. How will it be forced over great elevations? How forced through immense depressions? How secured in pipes subject to incalculable pressure? These are only a tithe of the questions which now suggest themselves, but which science readily answers and simplifies. The project is within the range of engineering ability. It is of no more magnitude than crossing the Alleghanies with a locomotive, no grander in conception than J. Edgar Thomson's horse shoe bend, an achievement in engineering which has won the admiration of every man who has beheld its sublime proportions and mathematical beauty. We expect to see the day, if the Lord permits us to live another decade, when illuminating gas will be supplied to different parts of the States by means of pipes running from the oil regions. The supply of this gas is as certain and abundant as that of coal. The nature of its manufacture is as perpetual as that of water, and therefore no greater risk will be run in laying pipe for its conveyance to distant points than is now incurred in piping large cities to convey water, in bringing water from long distances, or in laying interminable tracks of iron to facilitate the transportation of material and agricultural products, bipeds and quadrupeds.

The men at the head of this piping scheme are shrewd and practical. Some of them are identified with the greatest of our material projects, and understand precisely what they are about. They are resolved to put this thing through, so that in a few years we may expect to see plugs on the Delaware front from which ships will be loaded with the oily freight running through pipes direct from the tanks on Oil creek.—*Phila. Press.*

**A Fireless Locomotive.**

We clip the following from an account of a trial trip of a new locomotive for street railroads, published in the Chicago *Tribune* of August 24:

"In front of the cars was the motive power, contained in a small, compact, and neat locomotive, manipulated by an engineer. This was the 'fireless locomotive.' It consisted of a boiler, eight feet long by three feet in diameter, and the usual machinery on a small scale. There was no fuel, no fire, no fireman. The steam was supplied for the round trip of six miles before starting. At the depot, was a supply boiler sixteen feet by three feet, in which steam was generated until 200 pounds pressure was indicated by the steam-gauge. The locomotive boiler was three-fourths full of cold water. Instead of boiling this by means of a fire, and raising the pressure to a required height, the heat was introduced from the supply boiler through an iron tube. The iron tube was connected with a tube in the locomotive boiler, the latter running under the water along the bottom of the boiler and letting out the superheated steam as it was freed from the supply boiler into the locomotive boiler. This steam, rising through the cold water, permeated it, and quickly raised its temperature to 170 degrees. With this supply of steam the locomotive started, drawing a heavy four-horse car over the three miles, to Thirty fifth street, in ten minutes. The amount of steam consumed was 60 pounds, the

locomotive starting back with 90 pounds remaining. When the starting point was reached there was 57 pounds of steam in the boiler, the pressure being reduced only 33 pounds in the return trip, which was down grade. It must be borne in mind that there was a large car, heavily laden, making eighteen miles an hour. The experiment proved conclusively that, as a substitute for dummy engines, the 'fireless locomotive' is beyond question a success. There is no fire or fireman required; very little steam escapes, and the locomotive, not being one-half the size of the clumsy dummy engine, does not frighten horses and endanger the public safety."

**The Transatlantic Balloon Enterprise.**

The *Graphic* of Saturday announces that, wind and weather and other circumstances permitting, its great air-ship will start on the voyage across the Atlantic on Wednesday afternoon, September 10th, from the Capitoline Grounds, Brooklyn. The balloon will be finished during this week and by Saturday will be placed on exhibition at the Capitoline Grounds, to which all persons will be admitted free up to the hour of departure. The only companions of the two aeronauts, Wise and Donaldson, will be a reporter of the *Graphic* and an experienced mariner, who will take charge of the life-boat in case the worst comes to the worst, and the balloon deposits its freight in the Atlantic or some other ocean. But Wise and Donaldson are said to have no fear of such an event, and are confident that from eighty to one hundred hours' travel will land them on the shores of Europe. It was at first contemplated that there should be nine passengers, but when the lifting power of the balloon was tested it was found to be three thousand pounds less than was calculated; consequently two thousand pounds of ballast were dispensed with, and the passenger list confined to the four named. The balloon is 116 feet high, and 335 feet in circumference. It contains 600,000 cubic feet of gas. In a muslin balloon each thousand feet of gas has a lifting capacity of eleven pounds; this makes the power of the balloon 6,600 pounds, from which it may readily be estimated that there is no margin to spare for extra freightage.

**Erie Railway.**

At the semi-annual meeting of the directors of the Erie Railway Company held on the 2d inst., the Report of the President was presented showing the earnings of the Main Line for the nine months ending June 30, 1873, to have been \$13,635,742 29, the expenses \$8,825,199 85, and the net profit \$4,810,542 44. The entire earnings of the Erie Railway and branches during the same time were \$14,527,193 25, and the entire expenses (including \$341,693 61 rental) \$10,093,344 23—showing a net profit of \$4,433,849 02. Compared with the corresponding nine months of the preceding year, the gross earnings show an increase of \$1,085,573 51, with an increase in working expenses of \$271,009 66—making the net increase \$814,563 85. The number of tons carried one mile amounted to 735,618,510, and the revenue derived therefrom to \$11,485,127 61—the net increase being \$779,007 92. Total number of tons carried, 4,295,530. The earnings from general freights have increased 11.58 per cent, from passengers 8.63, from mails and express 14.47, and from miscellaneous earnings 27.87, with a decrease from coal earnings of 3.89—making a net increase on the whole revenue of 8.07 per cent. The increased tonnage of paying freight has amounted to 250,419 tons carried.

**Comparative statement of earnings for nine months ending June 30, 1873 and 1872:**

From—	1873.	1872.
Freight.....	\$8,213,764 84	\$7,364,856 22
Coal.....	2,852,171 86	2,967,787 90
Passengers.....	2,484,928 93	2,287,583 80
Mails and express.....	638,244 05	557,559 62
Miscellane's sources.....	338,088 57	264,382 70

Total..... \$14,527,193 25 \$13,441,619 74

**Statement of freight business during the nine months ending June 30, 1873:**

Tons carried	Revenue.
one mile.	
Way East.....	225,626,411
Way West.....	116,249,828
Through East.....	304,851,307
Through West.....	88,890,964

Grand totals..... 735,618,510 \$11,485,127 61

**Statement of the earnings and expenses of the Erie Railway and branches, respectively, for the nine months ending June 30, 1873:**

Names.	Earnings.	Expenses.*	Total	Profit
Erie Railway.....	\$13,635,742 29	\$8,825,199 85	\$4,810,542 44	and loss.
Hudson & Hud- son.....	16,763 04	55,891 13	39,128 09	l.
Paterson and Newark.....	27,788 63	51,423 11	23,631 48	l.
Hackensack & New York.....	18,833 95	35,041 95	16,208 00	l.
Hackensack & New York Ex- tension.....	16,979 41	34,264 37	17,284 96	l.
Montgomery & Erie.....	3,663 56	38,722 41	7,058 85	l.
Goshen & Deck- ertown.....	19,364 40	32,652 90	13,288 50	l.
Hawley Branch.....	265,596 45	181,864 36	133,732 09	p.
Honesdale Br.....	28,428 93	51,456 64	23,027 71	l.
Jefferson Br.....	111,020 06	257,452 70	146,432 64	l.
Rochester and Genesee Vall'y.....	108,737 00	112,029 51	3,292 51	l.
Avon, Genesee & Mt. Morris.....	27,394 60	46,171 30	18,776 70	l.
Erie & Genesee Valley.....	12,805 58	35,993 35	23,187 77	l.
Buffalo, Bradford and Pittsburg.....	7,184 10	56,480 42	49,296 32	l.
Niagara Falls & Branch.....	65,669 00	188,627 66	122,958 06	l.
Northern R.R. of New Jersey .....	133,221 65	140,072 57	6,850 92	l.
Total.....	\$14,527,193 25	\$10,093,344 23	.....	.....
Net profit.....	.....	.....	\$4,433,849 02	.....

\* Including rental, \$341,693 61.

**Profit and loss account for the nine months ending June 30, 1873:**

By balance of account Sept. 30, 1872,	\$2,816,768 12
Less dividend No. 13, on preferred stock, to 31st December, 1872, paid	
March 15, 1873 .....	\$298,791 85
Less dividend No. 7, on common stock to 31st December, 1872, paid	
March 15, 1873 .....	1,365,000 00
	1,663,791 85

Balance to credit, profit and loss..... \$1,152,976 27

By Guy R. Pelton mortgage..... 2,850 00

By earnings for the nine months end-  
ing June 30, 1873. \$14,527,193 25

Less expenses..... 9,751,650 62

..... 4,775,542 63

Balance to credit, profit and loss..... \$5,931,369 90

To interest on mort-  
gage debt..... \$1,709,953 84

To rents on property  
and leased roads..... 727,707 07

To mileage of cars..... 811,911 60

To interest, discount  
and taxes..... 265,277 63

..... 3,024,849 64

Balance, July 1, 1873, subject to di-  
vision..... \$2,906,519 26

The cost of repairs has been charged to ex-

pense account, and the road and equipments have been kept in good order.

On account of suits and other matters there have been obtained from different parties money and property during the year worth more at present than the estimates, no part of which has been placed to profit and loss. Further sums will be received from suits now pending.

Liabilities and assets for the nine months ending June 30, 1873:

LIABILITIES.	
Common stock	\$78,000,000 00
Preferred stock	8,536,910 00
First mortgage bonds	2,485,000 00
Second mortgage bonds	2,174,000 00
Third mortgage bonds	4,852,000 00
Fourth mortgage bonds	2,937,000 00
Fifth mortgage bonds	709,500 00
Consolidated mortgage bonds	12,076,000 00
Sterling mortgage bonds	4,437,470 00
Convertible bonds	8,000,000 00
Buffalo branch bonds	182,600 00
Real estate bonds	63,572 30
Loans	153,314 78
Bills audited	2,476,164 87
Bills payable	1,024,029 21
Profit and loss	2,906,519 26
Total	\$131,014,080 82

ASSETS.

Cost of road and construction	\$109,856,939 44
Jefferson Railroad construction	924,442 69
Newburgh and New York Railroad construction	259,668 25
Paterson and Newark Railroad construction	568,881 56
Suspension Bridge and Erie Junction Railroad construction	155,980 32
Fort Lee Railroad construction	189,987 55
Newark and Hudson Railroad construction	127,534 03
Barclay Railroad construction	6,238 20
Buffalo, Bradford and Pittsburg Railroad construction	83,854 62
Hawley Railroad construction	236,946 99
Pavonia Horse Railroad construction	86,906 99
Avon, Genesee and Mount Morris Railroad construction	2,944 88
Grand Opera-house property	20,097 70
Lake Erie propellers	573,317 78
Twenty-third street property	129,849 59
Weehawken property	408,459 41
Penn Horn property	126,733 61
Brooklyn refinery	75,000 00
Buffalo elevator	9,506 50
Preferred stock certificates	45,424 00
Bonds of other companies	2,941,781 05
Stocks of other companies	5,396,410 11
Materials on hand and in shop	2,017,764 60
Real estate in New York, &c.	3,000,000 00
Balance of outstanding accounts	1,569,510 19
Bills receivable	127,292 13
Cash on hand	1,083,108 60
Total	\$131,014,080 82

In regard to the payment due September 18th of the Geneva award, by the British Government to our own, and which is made through Messrs. Drexel, Morgan & Co., Morton, Bliss & Co., and Jay Cooke & Co., members of the syndicate for the negotiation of the new lives, the *Evening Post* is informed on good authority, that the transfer has been practically concluded, and that no further amounts of gold will be withdrawn from the market to be paid into the Treasury. The transfer has been going on gradually for several weeks, which explains the decrease in specie held by the banks, as witnessed by their statements for the past few weeks.

Cincinnati, Richmond and Chicago R. R.

The receipts of this company for the year ending March 31, 1873, were as follows:

From passengers	878,714 05
" freight	141,488 30
" mails and express	9,208 03
" miscellaneous	229 56
	\$229,634 94

Expenses, viz:

Maintenance of way	\$48,645 46
Locomotive power	42,099 27
Train expenses	28,199 38
Station expenses	19,786 31
Miscellaneous expenses	19,990 81
	158,661 23

Earnings less operating expenses

From which deduct—	
Interest on bonds	\$44,065 00
Taxes	1,900 93
General interest	159 38
	46,125 31

Net earnings

Add increase of coupons unpaid	945 00
Amount to credit of Cincinnati, Hamilton and Dayton Railroad Company	\$25,793 40
Do. March 31, 1872	82,783 60

Total, as in Balance Sheet

To which is to be added this company's proportion, when adjusted, of interest on bonds of C. R. & Ft. W. R. R. Co., advanced as per contract with that company.

BALANCE SHEET, March 31, 1873.

Construction	\$826,733 29
Equipment	184,551 98
Real estate	700 00
Profit and loss	56,964 93
	\$1,068,650 20

Capital stock

First mortgage bonds

Second " "

Interest on bonds unclaimed

C. H. and D. R. R. Co.

## [Railroads of the State of New York.]

(Prepared from the Annual Report of the Hon. WILLIAM B. TAYLOR, State Engineer and Surveyor.)

Railroads.	Capital Account.			Railroads.			Traffic.			Operating Expenses.			Nett Divid.				
	Stocks.	Bonds.	Debt.	Total.	& equipment.	Line.	Main track.	Branch.	Passenger.	Train.	Freight.	Mo'red.	Earnings.	Earnings.	divid.		
Adirondack .....	4,263,000	980,000	1,963,756	8,156,756	2,728,693	60,00	2,25	71,936	30,012	100,426	72,877	38,049	8,049	8,049	...		
Albany and Susquehanna <i>a.</i> .....	5,000,000	4,367,000	.....	9,367,000	9,879,405	142,00	59,00	34,34	790,385	23,902	1,341,228	698,986	347,242	7	36,000	6	
Albany and Vermont <i>b.</i> .....	600,000	.....	600,000	600,000	600,000	12,00	.....	441,100	441,100	15,800	25,000	5,000	11,451	6,866	4,696	...	
Atlantic and Great Western .....	24,000,000	56,992,240	.....	80,992,240	3,871,375	387,50	161,00	76,00	3,744,507	913,800	2,691,100	545,900	4,586,929	865,671	...	...	
Avon, Genesee and Mount Morris <i>b.</i> .....	219,250	20,000	20,000	245,000	19,00	.....	70	.....	.....	.....	15,000	.....	15,000	6	15,000	6	
Black River and Morristown <i>b.</i> .....	252,600	72,000	.....	324,600	224,584	8,00	50	.....	16	.....	.....	.....	.....	.....	.....	.....	
Black River and St. Lawrence <i>b,g.</i> .....	144,989	.....	267	145,258	144,428	12,00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Blossburg and Corning <i>h.</i> .....	468,000	.....	.....	468,000	582,346	15,64	.....	6,41	.....	.....	25,500	.....	25,500	5	25,500	5	
Boston and Albany .....	19,664,100	8,087,000	630,660	23,231,660	24,301,751	201,65	47,98	316,73	4,777,048	6,247,576	2,752,907	9,259,599	6,896,984	2,382,616	10	2,382,616	10
Buffalo, Corry and Pittsburgh .....	428,718	700,000	548,230	1,676,948	1,546,931	43,20	.....	5,00	154,780	68,476	93,217	228,100	240,161	Loss.	Loss.	...	
Buffalo Creek .....	228,080	.....	2,437	230,627	225,470	3,25	.....	2,60	.....	.....	14,386	16,129	Loss.	Loss.	7	7	
Buffalo, New York and Erie <i>f.</i> .....	950,000	2,380,000	.....	3,330,000	3,330,000	142,00	19,00	.....	19,00	.....	.....	.....	.....	.....	.....	.....	
Buffalo, New York and Philadelphia .....	1,600,708	1,876,600	430,606	1,464,398	1,459,616	28,59	2,00	3,064,271	88,00	5,86	97,613	132,971	44,602	139,145	121,845	17,800	
Cardage, Watertown and Sackett's Harbor <i>b,g.</i> .....	455,443	150,000	.....	605,438	661,140	18,00	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	
Cayuga Lake .....	354,436	800,000	.....	1,154,436	1,12,974	12,00	2,10	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Cayuga and Susquehanna <i>a.</i> .....	589,110	.....	.....	589,110	1,183,012	34,61	6,00	104,546	37,378	120,349	132,438	126,251	6,182	9	6,182	9	
Cazenovia and Canastota .....	294,630	250,000	29,250	673,780	638,006	15,00	1,40	24,960	24,860	7,138	25,885	21,494	4,391	4,391	4,391	4,391	
Central Railroad of Long Island <i>j.</i> .....	287,800	687,000	479,598	1,464,398	1,459,616	28,59	2,00	3,00	.....	.....	.....	.....	.....	.....	.....	.....	
Chemung <i>k.</i> .....	380,000	.....	380,000	400,000	400,000	17,86	8,72	.....	.....	.....	19,000	.....	19,000	19,000	19,000	5	
Cherry Valley, Sharon and Albany <i>d.</i> .....	281,350	807,000	21,000	600,350	600,000	20,91	.....	87	.....	.....	.....	.....	.....	.....	.....	.....	
Clayton and Theresa .....	195,776	.....	.....	195,775	78,022	4,25	.....	69	.....	.....	.....	.....	.....	.....	.....	.....	
Clove Branch <i>j.</i> .....	150,000	100,000	22,240	480,645	150,696	4,25	1,00	1,00	25	20,998	37,981	9,393	39,612	24,884	14,728	...	
Cooperstown and Susquehanna Valley <i>d.</i> .....	308,406	100,000	.....	159,908	2,865,908	2,770,666	64,08	.....	3,06	85,096	65,948	43,036	109,262	107,198	2,064	2,064	
Delhi and Middletown <i>a.</i> .....	1,266,000	1,400,000	.....	1,488,488	1,600,000	554,407	3,542,895	2,796,377	58,00	7,00	137,801	158,761	112,047	210,546	237,542	Loss.	...
Dunkirk, Warren and Pittsburgh .....	1,488,488	1,600,000	.....	1,600,000	2,570,000	2,218,000	9,00	6,18	3,22	63,374	13,250	43,891	64,120	63,578	54,2	54,2	
Dutchess and Columbia <i>l.</i> .....	1,177,000	.....	.....	1,177,384	47,00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Elmira, Jefferson and Canandaigua <i>k.</i> .....	600,000	1,570,000	.....	2,570,000	2,218,000	9,00	3,22	63,374	13,250	43,891	18,371,888	16,641,044	1,730,844	8,400	8,400	8,400	
Elmira and Williamsport <i>k.</i> .....	1,000,000	1,570,000	.....	1,649,211	108,807,687	459,000	319,50	12,318,504	3,598,988	5,564,274	18,371,888	16,641,044	1,730,844	8,400	8,400	8,400	
Erie Railway .....	86,386,910	26,385,000	2,617,301	115,449,211	108,807,687	459,000	319,50	12,318,504	3,598,988	5,564,274	18,371,888	16,641,044	1,730,844	8,400	8,400	8,400	
Erie and Genesee Valley <i>f.</i> .....	144,900	120,000	.....	164,900	191,302	12,25	.....	07	.....	.....	.....	.....	.....	.....	.....	.....	
Flushing and North Side .....	201,010	1,281,200	81,027	1,643,037	1,641,383	493,782	11,85	6,29	6,00	183,072	1,256,278	281,844	195,348	86,496	86,496	...	
Fonda, Johnstown and Gloversville .....	300,000	300,000	41,388	641,383	359,500	290,901	11,64	33	1,00	35,056	99,890	25,897	78,023	39,624	38,199	38,199	
Geneva and Ithaca .....	270,734	.....	.....	270,734	189,219	12,00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Geneva and Southwestern .....	133,800	.....	.....	133,800	15,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Glens Falls <i>e.</i> .....	96,640	125,000	.....	221,640	221,640	6,76	.....	07	.....	.....	.....	.....	.....	.....	.....	.....	
Greene <i>m.</i> .....	200,000	.....	.....	200,000	348,878	8,00	50	20,824	37,773	161,848	35,718	30,106	6,512	6,512	...	...	
Greenwich and Johnsonville .....	130,098	185,600	11,086	326,684	303,416	14,00	76	11,528	17,488	9,663	30,358	30,358	27,293	3,065	3,065	...	
Goshen and Deckertown <i>m.</i> .....	105,000	246,500	8,000	359,500	290,901	11,64	33	21,500	21,500	21,500	21,500	21,500	21,500	21,500	21,500	7	
Harlem Extension <i>l.</i> .....	4,000,000	4,000,000	40,609	8,040,509	8,000,000	116,00	2,00	277,969	137,387	106,349	317,749	317,749	317,749	317,749	317,749	317,749	
Hudson and Port Chester <i>b.</i> .....	41,860	.....	656,761	698,621	600,061	1,541,456	1,06	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Hudson and St. Lawrence <i>a.</i> .....	216,300	.....	622	216,922	1,197,664	1,236,191	35,63	39,36	83,668	20,367	121,600	110,942	65,921	45,021	45,021	8	
Ithaca and Athens .....	494,162	600,000	103,302	1,197,664	1,236,191	35,63	39,36	83,668	20,367	121,600	110,942	65,921	45,021	45,021	8	8	
Jenning <i>n.</i> .....	214,600	.....	214,600	214,600	214,600	7,67	1,24	.....	.....	.....	.....	.....	.....	.....	.....	7	
Lackawanna and Susquehanna <i>d.</i> .....	200,000	104,000	.....	304,000	362,187	7,25	4,00	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Lake Champlain and Moriah <i>r.</i> .....	1,727,553	792,000	96,098	2,615,651	1,541,456	1,06	1,87	1,75	50,786	.....	296,143	160,726	82,024	78,702	78,702	78,702	
Lake Shore and Michigan Southern .....	50,000,000	26,328,000	3,903,472	80,231,472	64,583,353	64,00	534,00	449,00	10,350,169	1,943,162	4,225,434	16,712,380	11,697,160	6,016,200	8	8	
Lockport and Buffalo <i>a.</i> .....	104,500	.....	104,500	104,500	104,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	
Long Island .....	3,000,000	1,500,000	125,000	4,625,000	5,016,408	94,00	64,00	16,90	75	75	15,800	25,000	5,000	11,451	6,866	4,696	
Middleburgh and Schoharie <i>m.</i> .....	85,800	15,000	400	101,200	13,000	5,75	75	15,800	25,000	5,000	11,451	6,866	4,696	4,696	4,696	4,696	
Middletown and Cranford <i>m.</i> .....	124,407	68,600	132,630	225,000	378,521	350,476	13,00	10,22	10,22	10,22	10,22	10,22	10,22	10,22	10,22	10,22	
Montgomery, Unionville and Water Gap <i>m.</i> .....	160,065	177,000	30,891	327,065	288,931	10,27	66	7,866	8,764	7,866	28,020	28,020	28,020	28,020	28,020	28,020	
Monticello and Port Jervis <i>h.</i> .....	418,995	650,000	60,836	1,129,881	1,069,093	23,75	44,848	25,481	21,104	21,104	40,584	38,019	38,019	7,615	7,615	7,615	
Montreal & Plattsburgh & Whitehall & Platts <i>r.</i> .....	1,000,000	.....	1,000,000	1,000,000	1,000,000	43,00	38,742	38,742	85,881	101,578	74,766	26,822	26,822	26,822	26,822	26,822	
New York Central and Hudson River .....	1,167	31,725,719	16,496,020	1,167,299,924	63,299,924	740,17	298,42	739,75	14,617,651	7,188,779	25,560,976	17,158,673	4,393,965	2,382,616	8	8	

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New York and Harlem	9,000,000	4,864,024	1,135,000	14,999,024	13,449,588	180,75	11,21	45,50	847,080	1,640,875	377,537	2,856,525	1,719,384	1,137,221	8	
New York and Hempstead <i>b</i> & <i>c</i>	200,000	235,000	16,000	450,000	219,500	6,60	....	19,496	35,865	....	33,384	27,583	6,784	....		
New York, Kingston and Northern <i>p</i>	261,000	188,500	166,475	600,975	616,364	5,36	....	4,80	203,370	163,277	69,137	219,365	146,025	73,341	....	
New York, Kingston and Syracuse <i>q</i>	2,662,932	2,000,000	92,692	4,765,624	3,245,922	74,00	....	4,80	203,370	163,277	69,137	219,365	146,025	73,341	....	
New York and Mahopac <i>q</i>	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
New York, New Haven and Hartford	265,000	15,500,000	1,641,500	265,000	264,913	6,97	....	....	....	....	....	....	....	....	....	
New York and Oswego Midland <i>c</i>	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
New York and Rockaway <i>t</i>	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
New York, Utica and Ogdensburg <i>t</i>	100,000	250,000	14,897	350,000	350,000	10,00	45,00	818,345	772,207	870,418	974,791	828,772	151,019	....	....	
Niagara Bridge and Canandaigua <i>n</i>	45,100	5,019,240	15,419	5,079,559	81,428	....	....	....	....	....	....	....	....	....	....	
Northern Railroad of New Jersey <i>f</i>	1,000,000	1,000,000	400,000	1,000,000	962,224	....	....	....	....	....	....	....	....	....	....	
North Shore <i>b</i>	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
Nyack and Northern <i>f</i>	193,445	185,000	6,000	1,400,000	527,452	21,25	....	....	....	....	....	....	....	....	....	
Ogdensburg and Lake Champlain <i>r</i>	78,250	160,000	2,050	334,445	300,549	6,25	....	....	....	....	....	....	....	....	....	
Owego and Rome <i>s</i>	5,077,000	1,012,000	....	6,080,000	5,796,921	118,00	4,00	18,00	636,765	171,384	417,873	1,006,979	742,112	263,867	6	
Owego and Syracuse <i>d</i>	300,000	1,612,000	28	912,028	950,953	285,58	....	....	....	....	....	....	....	....	....	
Poughkeepsie and Sodus Bay <i>a</i>	1,144,400	180,000	....	1,324,400	1,416,114	34,98	....	3,25	46,47	232,069	171,382	232,801	354,880	281,002	73,878	9
Rensselaer and Saratoga <i>r</i>	567,873	508,200	506,079	667,873	652,779	....	....	....	....	....	....	....	....	....	....	
Rochester and Genesee Valley <i>f</i>	6,000,000	1,925,000	7,325,000	1,638,748	1,381,372	41,85	....	....	....	....	....	....	....	....	....	
Rochester, Nunda and Pennsylvania <i>a</i>	557,660	489,100	....	567,560	7,489,628	181,00	....	2,47	63,514	70,018	10,400	53,079	38,940	14,039	....	
Rochester and Pine Creek <i>b</i>	1,18,870	47,000	536,100	47,000	671,303	18,45	....	41,50	861,480	664,000	556,934	1,748,916	1,144,691	604,224	7	
Rochester and State Line <i>a</i>	16,084	125,000	....	118,870	117,164	6,50	....	....	....	....	....	....	....	....	....	
Rome and Clinton <i>m</i>	24,420	100,000	23,063	141,084	137,912	....	25	10,976	9,518	1,946	....	34,012	34,012	6	....	
Rome, Watertown and Ogdensburg	250,000	100,000	10,000	47,482	32,659	....	....	....	....	....	....	....	....	....	....	
Saratoga and Schenectady <i>f</i>	2,998,900	1,735,608	38,359	4,772,565	4,000,000	189,68	48,52	21,28	676,016	441,909	336,440	1,150,764	808,658	282,106	7	
Schenectady and Susquehanna <i>d</i>	441,000	9,000	....	450,000	600,000	484,684	....	....	....	....	....	....	....	....	....	
Schoharie Valley <i>m</i>	49,900	400,000	....	600,000	360,000	350,000	13,03	....	....	....	....	....	....	....	....	
Schuylerville and Upper Hudson <i>a</i>	117,427	65,000	6,932	111,832	96,612	....	....	....	....	....	....	....	....	....	....	
Skaneateles <i>...</i>	....	....	....	182,427	109,398	....	....	....	16,482	27,728	12,824	17,118	12,406	5,655	587	
Smithtown and Port Jefferson <i>a</i>	77,800	35,000	....	112,800	151,610	5,00	....	....	....	....	....	....	....	....	....	
Sodus Point and Corning <i>a</i>	91,560	600,000	....	691,550	446,948	4,00	....	....	....	....	....	....	....	....	....	
Southern Central <i>...</i>	64,174	41,000	23,106	128,280	108,762	....	....	....	29,180	10,720	21,782	24,945	21,332	3,618	....	
South Side of Long Island	1,738,021	2,288,000	89,881	1,198,496	1,193,406	25,00	1,60	....	....	....	....	....	....	....	....	
Spuyten Duyvil and Port Morris <i>b</i> <i>n</i>	1,004,000	2,250,000	386,782	636,782	3,803,414	3,906,297	81,00	....	....	....	....	....	....	....	....	
Sterling Mountain	989,000	80,000	....	989,000	980,093	6,00	....	....	....	302,744	161,821	178,099	807,280	202,302	104,978	
Suspension Bridge and Erie Junction <i>f</i>	80,000	850,000	....	430,000	499,916	7,60	....	....	....	....	....	....	....	....	....	
Syracuse, Binghamton and New York <i>f</i>	500,000	1,000,000	1,670,000	1,29,414	1,500,000	1,600,000	23,50	1,00	18,000	4,060	92,149	54,464	44,657	9,907	....	
Syracuse Northern	1,063,400	900,000	229,998	1,288,388	3,815,476	67,00	....	17,00	449,520	186,608	533,355	713,581	890,203	323,378	4	
Troy and Bennington <i>l</i>	1,001,938	900,000	30,234	1,932,287	1,906,214	44,04	1,00	2,75	47,056	49,219	29,914	23,199	24,607	Loss	....	
Troy and Boston	76,400	95,000	....	220,000	156,000	....	....	....	....	....	....	....	....	....	....	
Troy and Greenbush <i>n</i>	1,599,000	1,899,000	274,400	65,309	3,653,309	2,312,504	5,38	....	....	....	....	....	....	....	....	
Utica, Chenango and Chenango Valley <i>q</i>	90,000	680,000	....	274,400	294,906	34,91	....	....	....	....	....	....	....	....	....	
Utica, Chenango and Cortland <i>a</i>	1,754,020	775,500	....	710,000	788,985	6,00	....	....	....	....	....	....	....	....	....	
Utica, Ithaca and Elmira <i>b</i>	220,000	2,908,600	....	2,529,520	2,469,147	74,75	17,39	9,40	....	....	....	....	....	....	....	
Valley <i>l</i>	381,360	760,000	....	2,908,600	1,624,476	98,00	22,00	....	....	....	....	....	....	....	....	
Waltkill Valley <i>f</i>	735,765	760,500	275,273	1,771,638	1,760,547	33,10	....	....	....	....	....	....	....	....	....	
West Shore Hudson River <i>a</i>	225,000	60,000	526,700	769,000	1,937,618	629,357	10,16	....	....	....	....	....	....	....	....	
<i>a.</i> Under construction and no portion in operation.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>b.</i> Under construction and a portion in operation.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>c.</i> Completed since September 30, 1872.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>d.</i> Leased to Delaware and Hudson Canal Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>e.</i> Leased to Erie Railway Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>f.</i> Leased to Utica and Black River Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>g.</i> Consolidated with Wellsboro' and Lawrence Railroad.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>h.</i> Leased to Corning, N. Y. to Antrim, Pa. 53 miles.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>i.</i> Leased to Delaware, Lackawanna and Western Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>j.</i> Leased to Flushing and North Side Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>k.</i> Leased to Northern Central Railway Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>l.</i> Leased to New York, Boston and Montreal Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>m.</i> Leased to New York Central and Oswego Midland Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>n.</i> Operated by South Side of Long Island Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>o.</i> Operated by Houseononic Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>p.</i> Railroad.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>q.</i> Leased to New York and Harlem Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>r.</i> Leased to Central Vermont Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>s.</i> Leased to Rome, Watertown and Ogdensburg Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
<i>t.</i> Leased to Long Island Railroad Company.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	

*Under construction and no portion in operation.*

*Completed since September 30, 1872.*

*Leased to Delaware and Hudson Canal Company.*

*Leased to Erie Railway Company.*

*Consolidated with Wellsboro' and Lawrence Railroad Company.*

*Leased to Corning, N. Y. to Antrim, Pa. 53 miles.*

*Leased to New York Central and Montreal Railroad Company.*

*Operated by South Side of Long Island Railroad Company.*

*Operated by Houseononic Railroad Company.*

*Railroad.*

*Leased to New York and Harlem Railroad Company.*

*Leased to Central Vermont Railroad Company.*

*Leased to Rome, Watertown and Ogdensburg Railroad Company.*

*Leased to Long Island Railroad Company.*

*Leased to New York, Boston and Montreal Railroad Company.*

*Leased to Northern Central Railway Company.*

*Leased to New York Central and Oswego Midland Railroad Company.*

*Operated by South Side of Long Island Railroad Company.*

*Operated by House*

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,109	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,660	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	298,422	286,562	342,743	2,360,767
1869.....	212,604	218,982	891,308	486,048	568,270	556,089	532,657	511,864	609,788	579,642	535,366	467,659	5,670,882
1870.....	413,104	894,176	488,332	633,758	768,720	729,274	788,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	996,922	981,006	897,234	872,388	9,467,072
1872.....	592,223	571,836	875,768	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,284,689	1,285,576	1,299,900	1,007,125	12,900,126
1873.....	852,860	694,015	974,460	1,182,920	1,366,378	1,813,790	1,211,765	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1866.....	226,153	222,241	290,111	269,249	329,861	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867.....	243,787	157,832	256,961	285,166	335,510	342,368	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	508,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	358,727	328,390	345,833	402,864	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	479,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	583,656	534,163	507,617	473,227	455,607	377,687	5,278,010
1872.....	371,708	382,902	373,217	379,879	409,254	419,196	488,332	559,882	497,261	540,756	431,315	352,004	5,156,326
1873.....	352,568	402,477	424,614	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1863.....	273,876	317,839	390,355	421,363	464,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1864.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	646,707	932,683	754,671	547,842	7,976,490
1865.....	523,566	390,917	528,845	527,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1866.....	696,147	574,664	765,398	774,280	896,712	893,668	888,214	1,063,237	1,448,942	1,641,057	1,211,530	879,900	11,632,739
1867.....	724,800	807,478	860,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,097	1,107,084	1,001,987	13,381,471
1868.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,855,467
1869.....	706,025	753,782	858,359	929,077	1,177,897	1,129,284	1,054,393	1,227,513	1,259,282	1,306,338	1,057,964	773,494	12,203,403
1870.....	655,423	602,482	774,934	787,641	1,094,101	952,899	851,844	1,099,337	1,281,574	1,047,318	1,006,235	882,422	11,008,217
1871.....	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1868.....	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,681	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,184	246,048	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,208	401,252	417,328	439,581	389,830	358,743	4,432,625
1873.....	358,612	408,849	465,517	432,928	394,489	340,675	351,576	.....	.....	.....	.....	.....	.....
<b>Erie:</b>													
1871.....	1,056,469	971,193	1,201,500	1,253,956	1,443,372	1,656,415	1,720,075	1,861,554	1,794,397	1,604,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,524	1,493,931	1,560,023	1,525,243	1,643,494	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,310,831	1,329,422	1,613,382	1,641,958	1,754,821	1,717,933	1,685,384	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,320	7,160,992
1868.....	587,443	536,166	444,443	518,800	527,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,138	524,693	709,645	563,282	640,975	778,261	696,228	841,363	971,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,087	648,539	712,647	627,216	889,052	901,235	903,225	811,708	697,751	8,678,598
1871.....	624,744	519,617	563,598	620,228	713,162	718,722	707,962	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,436	531,627	575,393	585,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	693,053	8,026,764
1873.....	680,499	562,049	561,962	564,035	687,630	724,983	672,917	.....	.....	.....	.....	.....	.....
<b>Kansas Pacific:</b>													
1871.....	133,073	152,264	267,411	303,915	306,644	286,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,183	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,093,183
1873.....	150,567	194,786	300,719	322,300	322,764	312,614	323,281	.....	.....	.....	.....	.....	.....
<b>Lake Shore and Michigan Southern:</b>													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,338,948	1,402,597	1,245,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,496,408	1,528,250	1,479,945	1,823,476	1,225,708	1,459,360	1,633,691	1,764,788	1,558,424	1,483,450	17,591,629
1873.....	1,412,308	1,549,286	1,735,736	1,694,543	1,680,903	1,585,368	1,451,762	.....	.....	.....	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1868.....	92,483	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	120,388	140,473	132,869	131,019	109,629	1,390,522
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1418,569
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	160,784	145,858	165,717	164,587	169,550	162,521	191,341	208,977	207,911	204,196	2,029,027
1873.....	170,023	162,585	180,467	190,562	185,683	181,863	181,863	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,980	353,669	473,546	490,772	448,419	474,542	4,744,164
1870.....	327,992	329,128	384,431	420,030	408,233	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871.....	396,171	382,823	377,571	443,132	720,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1872.....	396,760	327,431	400,149	483,884	662,368	658,017	431,113	506,557	815,346	841,150	644,625	473,295	6,690,696
1873.....	400,986	387,565	262,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	613,787	6,957,771
<b>Milwaukee and St. Paul:</b>													

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	COMPANIES.										PASSENGER RAILROAD BONDS.									
	m.	equiv. single No.	Horses and Dummies, Cars.	Cost of Road and Equipment	Share Capital	Indebtedness	Earnings	Value of Shares.	Amount outstanding	Interest per cent.	Principal Payable	Market Price								
Sept. 30, '71	7.25	102	16																	
Sept. 30, '71	1.04																			
Sept. 30, '71	7.25	12																		
Oct. 31, '71	11.3																			
Sept. 30, '71	22.00	440	55																	
Sept. 30, '71	4.63																			
Sept. 30, '71	1.25																			
Sept. 30, '71	10.76	276	52																	
Sept. 30, '71	10.38	775	109																	
Sept. 30, '71	7.00	28																		
Sept. 30, '71	72.00	1479	297																	
Sept. 30, '71	15.50	194	42																	
Sept. 30, '71	12.83																			
Sept. 30, '71	15.20	201	59																	
Sept. 30, '71	11.50	92	17																	
Sept. 30, '71	33.51																			
Sept. 30, '71	1.74	20	4																	
Sept. 30, '71	46.00	802	142	Cen. P. N. & E. R. (N. Y. C.) N. Y.	1,623,175	1,068,400	626,000	88,746	590,245	13,1-3										
Oct. 31, '71	7.25	332	48	Citizens' (Phila.)	212,820	192,750		313,002	94,494	27.5	50	19 <sup>1</sup>								
Oct. 31, '71	8.82	170	33	Citizens' (Pittsburg)	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46							
Oct. 31, '71	14.83	22	1	Coney Island (Brooklyn)	647,363	500,000	215,000	49,593	180,178	14,667		100	100							
Sept. 30, '71	10.36	834	116	Dry Dock, E. B. & B. (N. Y. C.) N. Y.	937,943	1,200,000	700,000	698,241	179,551		100	100								
Sept. 30, '71	11.75	3	16	East New York & Jamaica N. Y.	259,668	175,800		82,700	26,554	5,460		100	100							
Oct. 31, '71	1.63	13	3	Easton and S. Easton	25,962	25,562			9,757	2,658	5	25	25							
Sept. 30, '71	18.00	871	169	Eighth Avenue (N. Y. City) N. Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100							
Oct. 31, '71	5.25			Elmira and Horseheads	43,000	22,500		3,200	(Not in opera.)		100	100								
Oct. 31, '71	2.20	20	6	Erie City	36,957	19,807	20,458		14,371	3,288	50	42								
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.) Pa.	93,000	68,300	25,000		41,167	7,504	25	25								
Sept. 30, '71	2.76			Fifth Ward (Syracuse)	46,799	29,285	10,000	2,800	12,612	1,163	100	100								
Sept. 30, '71	9.63			42d st. & Gr'd st. F. (N. Y. C.) N. Y.	1,054,679	743,000	215,000		362,619	97,698	6.5	100	100							
Oct. 31, '71	17.04	368	52	Frankford & Southwark (Ph.) Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	52							
Sept. 30, '71	3.25	22	5	Genesee & Water st. (Syr.) N. Y.	59,926	42,500	12,700		13,924	2,226		100	100							
Oct. 31, '71	34.25	366	64	Germantown (Ph.)	562,270	307,545	350,000		363,586	88,100	12.5	50	30							
Oct. 31, '71	5.40	108	28	Girard College (Phila.)	177,497	170,000			21,573	55,592	17.6	50	17							
Sept. 30, '71	9.00	93	18	Gr'd st. & Newtown (Bk'n) N. Y.	304,52	170,000	90,000	20,000	94,496	7,771		100	100							
Sept. 30, '71	8.00			Gr'd St. & Prop. Pk. & Flatb. N. Y.	400,000	200,000	14,000	(Not in opera.)			100	100								
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.)	244,441	100,000	150,000		172,337	44,368	26.7	50	15							
Oct. 31, '71	2.14	11	3	Harrisburg City	60,249	41,995	12,834	1,240	6,489	567		25	25							
Sept. 30, '71	10.00	120	24	Harim. Br. Mort. & F'dham. N. Y.	254,295	123,540	137,000		85,554	27,669		100	100							
Oct. 31, '71	20.40	362	51	Hest. Mart. & F'mount (Ph.) Pa.	388,016	294,424	133,100		310,958	105,646	13.5	50	18							
Sept. 30, '71	3.56	31	9	Kingston and Rondout	80,291	75,000			22,809	5,424	3.7	100	100							
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.) Pa.	170,181	105,000	62,500		95,950	28,513	11.9	50	104							
Sept. 30, '71	4.04	57	17	Lowell Horse	78,904	55,830		4,500	32,185	2,182		100	100							
Sept. 30, '71	11.62	233	35	Lynn and Boston	27,311	200,000	50,000	1,900	177,507	10,218		100	100							
Sept. 30, '71	3.60			Malden and Melrose (Bk'n) Mass.	60,246	200,000														
Sept. 30, '71	1.07			Marginal Freight (Boston)	1,040,556	500,000	36,328													
Sept. 30, '71	3.46			Medford & Charlestown (Bk'n) Mass.	34,690	21,000	4,000		2,400	1,923		100	100							
Sept. 30, '71	5.27	48	15	Merrimac Valley	63,000	50,000			32,262			100	100							
Sept. 30, '71	43.10	958	32	Metropolitan (Boston)	1,705,566	1,250,000	455,566		905,066	153,192	10	100	100							
Sept. 30, '71	15.00	260	48	Middlesex (Boston)	557,639	400,000	184,500	101,231	222,406	42,125	3	100	100							
Sept. 30, '71	1.75			Mohawk and Illon.	15,000	15,000			5,753	3,847		100	100							
Sept. 30, '71	12.20	177	53	Ninth Avenue (N. Y. City) N. Y.	1,000,000	977,320	167,000		117,331	5,786		100	100							
Sept. 30, '71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000			5,059	293		100	100							
Sept. 30, '71	8.00	52	17	North 2d St. & Middle Vil. N. Y.	154,343	133,600			15,350	41,951	5,981	100	100							
Sept. 30, '71	2.74			North Woburn (Boston)	32,000	20,800	8,000	2,006		1,200		100	100							
Oct. 31, '71	7.36	82	14	Oakland & R. Liberty (Pbg.) Pa.	121,805	130,000	67,000	5,275	49,098	708	50	50								
Dec. 31, '71	11.71	172	33	Orange and Newark	89,022	282,550	546,000	76,700	195,357	37,874	100	100								
Sept. 30, '71	14.40	102	27	Park Avenue (Brooklyn) N. Y.	281,263	118,500	188,000		80,051	898		100	100							
Dec. 31, '71	3.81			Passenger (Cia.)	100,000	100,000			33,703	6,601	2.5	100	100							
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton.) Pa.	138,250	125,500														
Oct. 31, '71	12.02	408	67	Philadelphia City (C. & W.) Pa.	450,237	225,000	25,237		346,982	85,193	23.5	50	15							
Oct. 31, '71	6.04			Philadelphia and Darby	25,000	57,000			(Leas. ed.)	4.0	50	20	10							
Oct. 31, '71	12.87	145	24	Philadelphie & Gray's Ferry. Pa.	299,127	6,500			120,305	30,713	8.9	50	25							
Oct. 31, '71	8.50	174	24	Pittsburgh and Birmingham	146,202	140,056	23,000		48,596	3,036	50	35								
Oct. 31, '71	6.00	100	16	Portland	160,300	160,300			600	45,007	12,809	100	100							
Dec. 31, '71	6.88	92	16	Poughkeepsie City	57,414	31,370	14,000	12,044	16,816	Loss.		100	100							
Oct. 31, '71	8.00	56	14	Ridge Av. & Manayunk (Ph.) Pa.	223,615	188,000	6,000	5,834	36,700	36,700	50	15	48							
Oct. 31, '71	10.00			Rochester and Brighton	94,153	60,000	20,000		67,140	17,102	100	100								
Sept. 30, '71	7.85	52	32	Salem	203,753	150,000	35,900	3,300	44,854	7,625	100	100								
Oct. 31, '71	3.49			Schuylkill River (Phila.)	47,463	50,000														
Sept. 30, '71	16.00	693	101	Second Avenue (N. Y. City) N. Y.	2,059,523	888,100	1,163,500		555,954	137,404	50	50	95							
Oct. 31, '71	38.00	590	85	2d and 3d street (Phila.)	625,223	573,417	109,300		484,034	151,593	15.0	50	30							
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16							
Sept. 30, '71	8.78	671	82	Sixth Avenue (N. Y. City) N. Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.0	100	100							
Sept. 30, '71	4.03			Somerville (Boston)	98,000	98,000														
Sept. 30, '71	7.49	290	86	South Boston	414,412	450,000			264,811	44,375	10	100	70							
Sept. 30, '71	9.50			South Brooklyn & Park	240,422	150,000	40,422													
Sept. 30, '71	2.71	29	12	Springfield	65,081	50,000		7,000	17,581	1,618		100	100							
Sept. 30, '71	2.53			Stoneham street (Boston)	37,594	32,000			14,906	348		100	100							
Sept. 30, '71	2.07			Syracuse and Geddes	26,910	25,000			16,07	6,488	7.5	100	100							
Sept. 30, '71	2.60			Syracuse and Onondaga	26,910	25,000			14,125	5,061	4.0	100	100							
Oct. 31, '71	7.28	352	48	10th & 11th st. (Citizen's Ph.) Pa.	212,320	192,750			313,002	94,494	27.7	50	19 <sup>1</sup>							
Sept. 30, '71	18.00	1601	143	Third Avenue (N. Y. City) N. Y.	3,061,241	1,170,000	1,916,000													

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	13,280,000	J. & J.	July '73 3	Long Island 50	3,000,000	M. & S.	May '73 10	Vermont and Mass 100	2,800,000	M. & N.	May '73 2
Allegheny Valley 50	2,263,350	J. & J.	July '71 4	Louisv., Cin. and Lex* 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 3
Atlantic and West Point 100	1,232,200	J. & J.	July '71 4	" pref. 100	848,700	J. & J.	July '72 4	Warwick Valley 100	225,000	A. & O.	Ap. '72 2
Atlantic and Gulf 100	3,683,200	J. & J.	July '71 4	Louisv. & Nashville* 100	8,980,600	F. & A.	Aug. '73 4	West Jersey 100	1,200,000	F. & A.	Aug. '73 4
" " pref. 100	838,976	J. & J.	July '71 4	Lowell and Lawrence 100	200,000	A. & O.	Ap. '73 3	Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law* 100	33,494,900	M. & S.	Mar. '73 2	Lykens Valley 20	600,000	F.M.A.N	Feb. '73 24	Winchester & Strasburg* 100	500,000	J. & J.	July '72 3
" " new 1870 100	1,500,000	J. & J.	July '71 4	Macon and Western 100	2,500,000	J. & J.	July '73 5	Worcester and Nashua 75	1,400,555	J. & J.	July '73 5
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 14	Maine Central 100	3,400,500	M. & N.	July '73 5				
Baltimore and Ohio 100	13,151,962	A. & O.	May '73 5	Manchester and Law* 100	1,000,000	M. & N.	May '73 5	HORSE-POWER R. R.			
Washington Br. 100	1,650,000	A. & O.	Ap. '73 5	Marietta & Cincinnati 50	1,372,891	J. & J.	May '73 5	Albany City 100	110,300	— & —	— 2
Parkersburg Br. pref. 50	5,680,686	J. & J.	July '73 17	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 3	Baltimore City 100	80,000	F. & A.	Aug. '72 1
Berkshire* 100	600,000	J. A. J. & O.	Dec. '72 23	" 2d pref. 50	4,460,368	M. & S.	Sep. '66 3	Bleeker st. & R. F. (N.Y.) 100	900,000	— & —	
Blossburg & Corning* 50	250,000	J. & D.	Dec. '72 23	Massawippi* 100	400,000	F. & A.	Aug. '73 3	Boston and Chelsea 100	110,000	A. & O.	Ap. '73 4
Boston and Albany 100	19,664,100	M. & N.	May '73 5	Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3	Broadway (Brooklyn) 100	200,000	J. A. J. O.	Ap. '73 3
Boz., Olin. & Fitchb. pref. 100	633,200	J. & J.	Dec. '72 23	Michigan Central 100	18,733,204	J. & J.	Jan. '73 4	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Agricultural Br. guar. 60	60,000	J. & J.	Dec. '72 23	Mill Creek & Minehi* 50	323,375	J. & J.	July '73 5	Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Boat, Ouse, Mont. pref. 100	800,000	M. & N.	May '73 3	Milwaukee and St. Paul 100	13,398,560	J. & J.	Feb. '73 24	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Boston and Lowell 50	2,552,900	J. & J.	July '73 4	M. Hill & Schnyl. Hav* 50	8,856,456	J. & J.	Dec. '70 7	Brooklyn and Jamaica 100	488,100	— & —	
Boston and Maine 100	5,816,807	M. & N.	May '73 4	Morris and Essex* 50	14,008,100	J. & J.	Feb. '73 3	Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 3
Boston and Providence 100	8,950,600	M. & N.	Aug. '73 31	Nashua and Lowell 100	800,000	M. & N.	May '73 5	Jambride* 100	727,800	A. & O.	Ap. '73 4
Buffalo, N. Y. and Erie* 100	650,000	F. & A.	Sept. '73 5	Nantucket 100	1,877,900	F. & A.	Aug. '72 4	Can. Park. N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '73 5	Nesquehoning Valley* 50	1,000,000	M. & S.	Mar. '73 5	Citizens' (Phl.) 5	500,000	J. & J.	July '73 7
" " prof. 100	1,485,900	M. & S.	Sept. '73 5	Newark and N. York* 100	977,420	J. & J.	Jan. '73 3	Coney Island & Brooklyn 100	500,000	M. & N.	Nov. '71 7
Camden and Amboy* 100	6,847,800	J. A. J. O.	July '73 24	North Bedford & Taunton 100	500,000	M. & N.	May '73 10	Dock, E. B. d'w. & Bat. 100	1,200,000	F.M.A.N	Aug. '73 2
Camden and Atlantic 50	879,020	J. & J.	July '73 24	N. Castle & Beaver Val* 50	1,800,000	J. & J.	Aug. '69 12	Eliz. Avenue (N.Y.) 100	1,000,000	J. A. J. O.	Oct. '71 3
" " prof. 50	752,760	J. & J.	July '73 24	N. Haven & Northamp. 100	605,000	J. A. J. O.	Sept. '72 3	Elizabeth and Newark 100	200,000	— & —	— 3
Cape Cod 60	1,020,330	J. & J.	Jan. '72 24	New Jersey* 100	7,295,200	J. A. J. O.	July '73 24	42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 5
Cape May and Millville* 50	447,000	J. & J.	Dec. '72 23	New London Northern* 100	14,818,000	J. & J.	Jan. '73 5	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73 5
Catasauqua & Fogelv. 50	426,900	N. Y. Cen. & Hudson R. 100	99,428,339	N.Y. Cen. & Hudson R. 100	8,500,000	J. & J.	July '73 4	Germannown (Ph.) 100	1,00,000	J. & J.	July '73 8
Catawissa* 50	1,19,500	J. & J.	Sept. '73 5	New York and Harlem 100	1,500,000	J. & J.	July '73 4	Girard College (Ph.) 50	500,000	J. & J.	July '73 8
" " prof. 50	2,200,000	M. & N.	May '73 24	Or New York 100	1,500,000	J. & J.	July '73 4	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Oayuga and Susq. 50	58,111	J. & J.	July '73 4	Pemb. & Worcester* 100	2,823,400	J. & J.	July '73 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '73 4
Oedar Rapids & Mo. R. 100	6,860,400	M. & N.	May '73 14	Pacific of Missouri* 100	3,077,800	J. & J.	July '73 4	Heston, Mantua & Fairm. 50	2,050,000	J. & J.	July '73 1
Central of Georgia 100	4,066,800	J. & J.	July '73 5	Panama 100	2,000,000	J. & J.	July '73 28	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central of New Jersey 100	20,000,000	J. A. J. O.	July '73 4	N. E.aster (N.C.) pref. 100	111,000	M. & N.	July '73 5	Lynn and Boston 100	200,000	— & —	
Central Ohio 50	2,425,000	J. & J.	June '73 3	" 1st pref. 100	3,150,150	M. & N.	July '73 5	Malden and Melrose 100	200,000	— & —	
" " prof. 50	400,000	J. & J.	June '73 3	N. Pennsyl. 100	5,842,000	M. & N.	Nov. '72 3	Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '73 4
Chemung* 100	380,000	J. A. J. & O.	July '73 14	N. r. H. N. H. mph 50	3,068,400	J. & J.	July '73 4	Middlesex (Boston) 100	400,000	A. & O.	Ap. '73 3
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2	Northern Central 100	5,842,000	J. & J.	Jan. '73 5	Ninth Avenue (N.Y.) 100	797,320	— & —	
Chicago and Alton 100	8,929,900	M. & S.	Sept. '73 5	Northern H. N. H. mph 50	3,068,400	J. & J.	July '73 4	Orange and Newark 100	282,556	— & —	
" " prof. 100	2,425,400	M. & S.	Sept. '73 5	Northern New Jersey* 100	1,000,000	J. & J.	July '72 4	Philadelphia City 50	750,000	J. & J.	July '73 4
Chicago, Bur. & Quincy 100	18,652,910	M. & S.	Sept. '73 5	Norwich & Worcester* 100	2,823,400	J. & J.	July '73 5	Philadelphia and Darby 20	200,000	M. & N.	July '71 2
Chicago, Iowa & Nobra* 100	3,9,630,000	J. & J.	July '73 4	Pacific of Missouri* 100	3,635,750	J. & J.	July '73 4	Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2
Chicago & N. Western 100	5,038,400	J. & J.	Dec. '72 31	Panama 100	2,000,000	A. & O.	Ap. '73 4	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
" " prof. 100	21,29,563	J. & J.	July '73 4	" 2d pref. 100	19,995,847	J. A. J. O.	July '73 4	Second Avenue (N.Y.) 100	888,100	J. A. J. O.	July '73 2
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Ap. '73 4	" 3d pref. 100	4,024,474	J. & J.	June '72 3	Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Ap. '73 4	Old Colony & Newport 100	4,256,450	J. & J.	July '73 2	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Cin., Sand. and Clev. 50	5,290,550	M. & N.	May '73 2	Oswego and Syracuse* 100	2,827,900	J. & J.	July '73 2	Sixth Avenue (N.Y.) 100	750,000	M. & N.	May '71 5
" " prof. 50	42,04,000	M. & N.	May '73 2	Pacific of Missouri* 100	3,635,750	J. & J.	July '73 4	Third Avenue (N.Y.) 100	1,170,000	F.M.A.N	May '73 3
Clev., Col., Cin. & Ind. 100	14,991,215	F. & A.	Aug. '73 3	Panama 100	7,000,000	J. & J.	July '73 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '73 1
Cleveland & Mahoning* 50	4,05,750	M. & N.	May '73 34	Pater. and Hudson 100	630,000	J. & J.	July '73 3	Somerville (Boston) 100	75,000	M. & N.	May '73 3
Cleveland & Pittsburg* 50	11,236,150	M.F.A.N.	May '73 1	Pater. and Newark 100	500,000	J. & J.	July '73 4	South Boston 100	400,000	J. A. J. O.	July '73 2
Col., Ohio & Ind. Cen. 100	13,000,000	J. & J.	June '73 2	Pater. and Ramap. 100	245,000	J. & J.	July '73 3	Union (Boston) 100	200,000	— & —	July '72 7
Columbus and Xenia* 50	7,786,800	F. & A.	Aug. '73 3	Pember. & Hightstown* 50	342,150	J. & J.	Jan. '71 2	Union (Phila.) 100	400,000	J. & J.	July '72 6
Colum. & Hocking Val. 100	2,500,000	M. & N.	May '73 10	Pennsylvania 100	72,000,000	M. & N.	May '73 5	West Philadelphia 100	400,000	J. & J.	July '73 8
Concord and Ports* 100	350,000	F. & A.	July '73 24	" preferred 100	2,000,000	A. & O.	Ap. '73 4	CANALS.			
Conn. & Passn. p. R. 100	2,100,000	J. & J.	July '73 5	" Special Imp. 100	6,004,300	J. & J.	July '72 4	Cheapeake & Delaware 50	1,983,562	J. & D.	June '73 3
Connecticut River 60	1,85,000	J. & J.	July '73 5	" 2d pref. 100	2,400,000	J. & J.	July '72 4	Cheapeake and Ohio 25	8,229,594	— & —	
Cooperstown and Susq. 100	307,583	J. & J.	—	" 3d pref. 100	1,626,260	M.J. S.D.	Sept. '73 3	Cheapeake Division 50	1,633,560	F. & A.	Aug. '73 4
Cumberland and Valev. 50	1,494,250	A. & O.	Ap. '73 4	" 4th pref. 100	32,684,375	J. & J.	July '73 3	Cheapeake and Hudson 100	15,000,000	F. & A.	Aug. '73 5
Danbury and Newf. 100	50,000	M.J.S.D.	Dec. '71 4	" 5th pref. 100	1,561,800	J. & J.	July '73 5	Cheapeake and Raritan* 100	5,847,490	J. A. J. O.	July '73 24
Delaware* 100	1,230,941	J. & J.	Jan. '73 2	" 6th pref. 100	1,259,150	J. A. J. O.	July '73 24	Elbe of Pennsylvania 50	64,000	— & —	
Del. Lackaw. & Westn. 100	18,868,850	J. A. J. O.	July '73 5	" 7th pref. 100	11,714,285	J. A. J. O.	July '73 24	Lehigh Coal & Navigat. 50	7,739,800	M. & N.	May '67 3
Detroit & Milwaukee* 50	822,124	J. & J.	—	" 8th pref. 100	2,000,000	J. A. J. O.	Ap. '73 3	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '73 3
" " prof. 50	2,093,000	J. & J.	—	" 9th pref. 100	4,300,000	J. A. J. O.	Ap. '73 3	Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
Erie Railway 100	8,586,910	J. & J.	—	" 10th pref. 100	4,700,000	J. A. J. O.	Ap. '73 3	" (preferred) 100	1,175,000	F. & A.	Aug. '72 5
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	July '73 14	" 11th pref. 100	6,004,300	J. A. J. O.	Ap. '73 3	Pennsylvania 50	4,337,950	— & —	
Fitchburg 100	4,000,000	J. & J.	July '73 4	" 12th pref. 100	616,700	J. & J.	July '73 3	Penh. Nav. (common) 50	1,508,207	F. & A.	Feb. '73 30c
Georgia 100	4,165,000	J. & J.	July '73 4	" 13th pref. 100	202,400	J. & J.					

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	When payable.	Market Price.		Amounts outstanding.	Interest.	Payable.	When payable.	Market Price.
<b>National Securities Sept. 1, 1873.</b>											
Loan of June 14, 1858	registered coupon	\$6,045,000	5 Jan. & July.	1874	112 <sup>1</sup>		Massachusetts—(\$30,712,882):	706,000	5 Vario	'72-'80	
..	..	13,965,000	5 " "	1874	112 <sup>1</sup>		.. State (public works) scrip, '72	364,000	6 June & Dec.	'72-'77	
Loan of February 8, 1861	registered coupon	13,759,000	6 Jan. & July.	1880	117 <sup>1</sup>		.. State (public works) scrip	2,800,000	6 Jan. & July.	'72-'76	
..	..	4,056,000	6 " "	1880	119 <sup>1</sup>		.. Union Fund Loan, 1861	600,000	5 " "	'77-'78	
Oregon War Bonds of March 2, 1861	coupon	945,000	6 Jan. & July.	1881	109 <sup>1</sup>		.. Union Fund Loan, 1862	888,000	5 " "	1883 97	
Loan of July 17, and Aug. 5, 1861	registered coupon	126,565,150	6 Jan. & July.	1881	117 <sup>1</sup>		.. Coast Defense Loan, 1863	4,379,500	5 May & Nov.	1894 100	
..	..	63,755,200	6 " "	1881	119 <sup>1</sup>		.. Bounty Loan, 1864	4,000,744	5 " "	1894	
Loan of Feb. 25, 1862	(5-20s) registered coupon	23,201,000	6 May & Nov.	1882	117 <sup>1</sup>		.. War Loan (5-20) cur. 1866	2,551,500	6 Mar. & Sept.	1894	
..	..	187,367,050	6 " "	1882	117 <sup>1</sup>		.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5 April & Oct.	'88-'93	
Loan of March 3, 1863	registered coupon	53,553,500	6 Jan. & July.	1881	117 <sup>1</sup>		.. R. R. & Hoosac Tunnel bonds, dollar	1,166,500	5 " "	'90-'95	
..	..	21,445,500	6 " "	1881	119 <sup>1</sup>		.. Loan (B. H. & Erie R. R.) £743,600 stg	3,599,024	5 Jan. & July.	1900	
Loan of March 3, 1864	(5-20s) registered coupon	946,800	6 May & Nov.	1884	117 <sup>1</sup>		<b>Michigan—(\$2,332,293):</b>				
Loan of June 30, 1864	(5-20s) registered coupon	26,474,650	6 May & Nov.	1884	117 <sup>1</sup>		.. Canal Bonds, 1859	81,000	6 Jan. & July.	1879	
..	..	33,886,550	6 " "	1884	117 <sup>1</sup>		.. \$2,000,000 Loan Bonds, 1863	445,000	6 " "	1872	
Loan of March 3, 1865	(5-20s) registered coupon	34,946,700	6 May & Nov.	1885	116 <sup>1</sup>		.. \$2,000,000 Loan Bonds, 1863	431,000	6 " "	1878 96	
..	..	119,141,750	6 " "	1885	118 <sup>1</sup>		.. \$2,000,000 Loan Bonds, 1863	718,000	6 " "	1883	
..	..	58,471,650	6 Jan. & July.	1885	116 <sup>1</sup>		.. Renewal Bonds, 1858	463,000	7 May & Nov.	1890	
..	..	188,388,400	6 " "	1885	116 <sup>1</sup>		.. Bounty (War) Bonds, 1865	180,000	6 Jan. & July.	1878	
..	..	90,585,150	6 Jan. & July.	1887	116 <sup>1</sup>		<b>Minnesota—(\$350,000):</b>				
..	..	24,477,550	6 " "	1887	119 <sup>1</sup>		.. Sioux War Bonds, 1862	100,000	7 May & Nov.	1872	
..	..	14,059,000	6 Jan. & July.	1888	117 <sup>1</sup>		.. State Building Bonds, 1867-'68 and '69	250,000	7 Jan. & July.	'77-'79	
..	..	24,276,250	6 " "	1888	118 <sup>1</sup>		.. Railroad Bonds (suspended) 1868	2,275,000	.. June & Dec.	1883	
Loan of March 3, 1864	(10-40s) registered coupon	140,387,600	5 Mar. & Sept.	1904	114 <sup>1</sup>		<b>Missouri—(\$17,669,000):</b>				
..	..	54,179,700	5 " "	1904	114 <sup>1</sup>		.. State Bonds, proper, 1865-'68	439,000	6 Jan. & July.	'82-'90 91	
Consols of July 14, '70 & Jan. 20, '71 registered coupon	143,570,100	5 F. M. A. & N.	1881	114 <sup>1</sup>		.. Railroad Loans Bonds, 1854-'66	1,589,000	6 " "	'87-'92		
Consols ..	.. registered coupon	106,429,000	5 " "	1881	114 <sup>1</sup>	.. S. W. Br. of Pacific R. R. bonds, guar.	14,496,000	7 " "	'94-'98		
Consols ..	.. registered coupon	.....	4 F. M. A. & N.	1886	.....	.. State Bonds, funding, 1867-'68	2,727,000	6 " "	'76-'91		
Dem. Ccr. of Mar. 2, '67, and July 25, '68 (cur.)	.....	4 " "	1901	.....		<b>Nevada—(\$850,000):</b>					
Navy Pension Fund of July 23, 1868 (cur.)	14,000,000	3 ..	Dem. ..	.....		.. State Bonds, for floating debt	600,000	10 Mar. & Sept.	'72-'87		
Certificates of Indebtedness 1870 (cur.)	678,500	3 ..	Irred. ..	.....		<b>New Hampshire—(\$2,405,400):</b>					
Pacific R. R. Bonds (currency)	64,623,512	4 Jan. & July.	'95-'99	113 <sup>1</sup>		.. War Loan Bonds, July 1, 1861	812,000	6 Jan. & July.	'71-'75 95		
U. S. Notes and Fractional Currency	400,969,529	nil ..	.....	.....		.. War Loan Bonds, July 1, 1864	600,000	6 Mar. & Sept.	'84-'88 97		
						.. War Loan Bonds, Oct. 1, 1866	750,000	6 April & Oct.	'72-'75 98		
<b>State Securities, latest dates.</b>						<b>New Jersey—(\$2,896,200):</b>					
Alabama—(\$15,42,000):						.. War Loan Bonds, 1861, tax free	1,200,000	6 Jan. & July.	'73-'84 104		
.. Bonds (old and extended), 1866 and '72	2,582,800	5 May & Nov.	'86-'92	46		.. War Loan Bonds, 1863, tax free	1,002,000	6 " "	'86-'96		
.. Bonds (new), '66, '68 and '72	2,336,000	8 Jan. & July.	'86-'92	84 <sup>1</sup>		.. War Loan Bonds, 1864, tax free	584,400	6 " "	'97-'02		
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8 " "	'09-'91	.....		<b>New York—(\$38,121,600):</b>					
Arkansas—(\$0,00,00):	13,600,000	8 " "	'90-'91	.....		.. General Fund Stock	900,000	5 J. A. J. & O.	1875		
.. Funded Bonds, 1869 and 70	2,850,000	6 Jan. & July.	'99-'100	38		.. General Fund Stock	800,000	6 " "	1878		
.. Levee Bonds, 1871	2,185,000	7 " "	'91	1901		.. General Fund Stock	348,107	5 " "	pean.		
.. Deficiency Bonds, 1872	300,000	7 " "	'82	1882		.. General Fund Stock	1,189,780	6 " "	pleas.		
.. Railroad Aid Bonds, 1869 and '70 and '71	5,465,000	7 April & Oct.	'89-'91	.....		.. Canal Stock	1,106,420	5 " "	1874		
California—(\$3,31,500):						.. Canal Stock	7,408,000	6 " "	1872-'73 112		
.. Civil Bonds 1857 and '60	2,108,000	7 Jan. & July.	'77-'80	117		.. Canal Stock	2,572,000	6 " "	'74-'75 106		
.. Bounty and Relief Bonds, 1863 and '64	954,500	7 " "	'83-'85	99		.. Bounty Loan Bonds, 1867, registered	880,000	6 " "	1877		
.. State Capital Bonds, 1871	250,000	7 " "	'89	1886		.. Bounty Loan Bonds, 1867, coupon	2,075,000	7 Jan. & July.	1877 104		
Connecticut—(\$5,767,590):						<b>North Carolina—(\$29,900,045):</b>					
.. War Loan, July 1, 1861, (10-20s)	708,700	6 Jan. & July.	1871	.....		.. State (old) Bonds 1848 to 1860	4,738,000	6 Jan. & July.	'72-'92 27		
.. War Loan, Jan. 1863 and '64 (20s)	2,388,000	6 " "	'83-'84	99		.. State (old) Bonds 1848 to 1860	3,639,000	6 April & Oct.	'72-'92		
.. War Loan, Oct. 1, 1864 (10-30s)	935,500	6 April & Oct.	1874	.....		.. State (new) Bonds, 1867 to 1870	8,009,045	6 Jan. & July.	'92-'95 16		
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6 " "	1885	.....		.. State (new) Bonds, 1867 to 1870	1,889,000	6 April & Oct.	'92-'95		
Florida—(\$3,72,865):						.. Funding (Debt) Bonds, 1866	2,171,400	6 Jan. & July.	1900 17		
.. Convention Bonds 1868	30,000	8 April & Oct.	1888	.....		.. Funding (Interest) Bonds 1868	1,821,400	6 April & Oct.	1878 15		
.. Bonds, 1868-'69	191,000	8 Various.	'98-'99	.....		.. Special Tax Bonds	11,407,000	6 " "	'93-'94 14		
.. Bonds, 1871	210,000	7 Various.	1901	.....		<b>Ohio—(\$9,022,721):</b>					
.. Loan to Jack, Pensa, & Mob. R.R., 1870	4,000,000	8 Jan. & July.	1900	.....		.. Loan of 1860 Bonds, skg f'd.	882,594	6 Jan. & July.	1870		
Georgia—(\$10,494,500):						.. Loan of 1850 Bonds, skg f'd.	1,600,000	6 " "	1875 99		
.. Bonds for W. & Atl. R. R. 1842 '43, '44 & '48	866,000	6 Various.	73	.....		.. Loan of 1860 Bonds, skg f'd.	1,495,369	6 " "	1881 102		
.. Bonds for W. & Atl. R. R. 1842 and 1848	276,500	7 Various.	.....			.. Loan of 1856 Bonds, skg f'd.	2,400,000	6 " "	1886 103		
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6 Feb. & Aug.	.....								
.. Bonds for Atl. and Gulf R. R., 1866	200,000	6 " "	.....								
.. Bonds of Act of March 12, 1866	3,910,00	7 Jan. & July.	'72-'74	90							
.. Bonds of Acts of Sept. and Oct. 1870	4,880,000	7 Various.	'88-'89	84							
.. Railroad endorsements, to July 1872	12,000,000	7 Various.	1890	.....							
Illinois—(\$2,123,634):											
.. Interest Bonds, inscribed stock, 1847	971,834	6 Jan. & July.	'90-'92	.....							
.. Refunded Stock Bonds, 1859	348,000	6 " "	1878	.....							
.. Thornton Loan Bonds, 1861	102,000	6 " "	77-78	.....							
.. War Loan Bonds, 1861	417,000	6 May & Nov.	1880	.....							
.. Chicago Relief Bonds, 1871	250,000	6 " "	1880	.....							
Kansas—(\$1,336,675):											
.. State Bonds (various) 1863 to 1864	110,675	6 " & July.	1881	.....							
.. State Bonds (various) 1861 to 1869	1,226,000	7 " "	'83-'84	.....							
Kentucky—(\$2,750,510):											
.. State Bonds 1833 and '43	160,000	5 Mar. & Sept.	'76-'79	.....							
.. State Bonds, 1840 to 1851	683,000	6 April & Oct.	1873	.....							
.. Military Bonds, 1864 (15 or 30 yrs.)	309,000	6 Various.	'71-'72	.....							
Louisiana—(\$21,214,800):											
.. State Bonds, to R. R. Co's, 1840 to 1866	1,830,000	6 Various.	'93-'96	49							
.. Deficiency (Treasury) Bonds 1863	750,000	Jan. & July.	1893	.....							
.. Funded coupon (new) 1866-'68	997,000	6 " "	'86-'88	.....							
.. Levee Bonds 1867	4,000,000	6 May & Nov.	1907	55 <sup>1</sup>							
.. .. 1866	1,000,000	8 Various.	1886	.....							
.. .. 1870	3,000,000	8 Mar. & Sept.	1875	.....							
.. Funded Floating Debt 1870	3,000,000	8 May & Nov.	1910	.....							
.. Penitentiary Bonds, 1869	500,000	7 Mar. & Sept.	1899	.....							
.. State B'ds N.O., Mob. & Ch't. R. R. '70 '71	3,250,000	8 Jan. & July.	'70-'71	.....							
.. Redemption (certificates) Bonds 1866	259,000	6 " "	1908	.....							
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7 Mar. & Sept.	1889	.....							
.. Int. (N. La. & Tex. R. R.) Bonds 1869	546,000	8 April & Oct.	1898	.....							
Maine—(\$7,227,900):											
.. Civil Loans Bonds, 1856-'61	271,000	6 Various.	99	.....							
.. War and Bounty Bonds, 1863 and '64	3,832,500	6 " "	1890	99							
.. Municipal Equalization Bonds	3,084,400	6 April & Oct.	1888	99 <sup>1</sup>							
Maryland—(\$12,435,718):											
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5 J. A. J. & O.	1890	.....							
.. Bonds to R. R. and Canals, (stg) 1833	5,985,544	5 " "	1890	.....							
.. Bonds to R. R. and Canals, 1834-'39	590,040	6 " "	1890</								

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Adirondack:											
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	Brunswick and Albany:				
Alabama Central:	1,300,000	8	Jan. & July.	New York.	1901	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.
1st Mortgage.....							2d Mort. sinking fund gold.....	2,350,000	7*	"	"
Alabama and Chattanooga:							Buffalo, Bradford and Pittsburg:				
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	General Mortgage.....	580,000	7	Jan. & July.	New York
2d Mortgage.....	9,000pm	8	"	"	1890	....	Buffalo, Corry and Pittsburg:				
Alabama and Georgia:							1st Mortgage.....	700,000	7	March & Sept.	New York.
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Buffalo, New York and Erie:				
Albany and Susquehanna:							1st Mortgage.....	2,000,000	7	June & Dec.	New York.
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98	Buffalo, New York & Phila.:				
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	98	Burlington, Cedar Rapids & Minn.:				
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92	1st Mortgage coin or stg skg fd.:				
Albany Loan.....	1,000,000	6	"	Albany.	1895	....	20,000pm	7*	May & Nov.	N. Y. & Lond.	
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.
1st Mortgage.....	1,000,000	7	June & Dec	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"
Allegheny Valley:							Stock Bonds pref. 2d lien.....	1,200,000	8	"	"
General Mortgage.....	4,000,000	7	Jan. & July.	New York.	1896	93	Stock (common) Bonds.....	980,000	8	April & Oct.	"
Special Mortgage to Penn. ....	3,600,000	5	.....	Harrisburg.	....	874	Stock (common) Bonds.....	899,500	8	Jan. & July.	"
Androscoggin:							Stock (common) Bonds.....	1,377,840	8	"	"
1st Mortgage (Bath Loan)....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:				
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	Burlington and Southwestern:				
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):				
Atchison, Topeka and Santa Fe:							1st Mort. (R. R. & lands) S. F. gold	8,000,000	7	Jan. & July.	New York.
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87	Cairo and St. Louis (3 ft. gauge):				
Land Grant Mortgage (gold)....	7,500pm	7*	April & Oct.	"	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.
Atlanta and Richmond Air Line:							Cairo and Vincennes:				
1st Mortgage (guar. by Ga.)....	16,000pm	8	Jan. & July.	New York.	1900	88	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.
Atlanta and Great Western:							California Pacific :				
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	Camden and Atlantic :				
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.
Atlanta and Gulf:							Camden and Burlington County :				
Consolidated(265 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	var.			Canada, Michigan and Chicago :				
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	1st Mort. (skg fd) for \$2,750,000.....				
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Canada Southern :				
Atlanta and Lake Erie:							1st Mort. (skg fd) for \$9,000,000.....	8,760,000	7*	Jan. & July.	N. Y. L. & F.
1st Mort. (gold) for \$6,000,000....		7*	Jan. & July.	New York.	1901	....	Carthage a. Burlington(C. B. & Q.):				
Atlanta, Miss. and Ohio (428 m.):							1st Mortgage, guar. and tax free.....	600,000	8	May & Nov.	New York.
1st Mortgage for \$15,000,000.....		7	Jan. & July.	New York.	1901	....	Catawissa :				
Atlanta and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	"	"
Atlanta and Pacific:							Chattel Mortgage.....	158,350	5	"	"
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota :				
1st Mort. (St. P. & R.) gold b'ds	7,250,000	6*	"	"	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.
Atlantic and St. Lawrence:							Cedar Falls and Minnesota :				
1st Mortgage (sterling) of 1852....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	"	1884	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	"
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	"	1891	....	Cedar Rapids and Mo. Riv.(C. & N. W.):				
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, 2d Div. \$10,000 p. m.	582,000	7	"	"
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage, 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"
Baltimore and Ohio:							Central Branch Union Pacific :				
Loan of 1855 '75.....	863,250	6	Jan. & July.	Baltimore.	1875	98	1st Mort. (A. & P. & Peak's) :	1,600,000	6*	May & Nov.	New York.
Loan of 1850-'80.....	579,500	6	"	"	1880	98	2d Mortgage Governm't subsidy.....	1,600,000	6	Jan. & July.	"
Loan of 1855.....	1,710,500	6	April & Oct.	"	1885	98	Central of Georgia :				
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.
Loan of 1870-'90 (atg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....	Central of Iowa :				
2d Mort.(N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m. ....	3,248,000	7*	Jan. & July.	New York.
3d Mort.(N. W. Va. R. R.) assumed	140,000	6	"	"	1885	92	2d Mortgage, gold, \$4,000 p. m. ....	812,000	7*	April & Oct.	"
Baltimore and Potomac :							Central of New Jersey :				
1st Mort. (Funne) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance).....	174,000	7	May & Nov.	New York.
1st Mortgage (R. R.) gold guar..	3,500,000	6*	April & Oct.	"	1911	....	Convertible bonds of 1872.....	1,725,000	7	"	"
Bangor and Piscataqua :							New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"
1st Mortgage (Bangor loan)....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co.(ass'd).....	2,310,000	6	J. A. & J. O.	Philadelphia.
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Ohio (B. & O.) :				
Bay City and East Saginaw :							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.
1st Mort. (Funne) gold guar....	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California :				
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7*	"	"
Belfast and Moosehead Lake :							State Aid B'ds(Int. by State)gold	1,500,000	7*	"	"
1st Mort. (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,785,000	6*	"	"
Belleview and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6*	"	"
1st Mort. guar. by St. L. A. & T. H. ....	1,100,000	8	April & Oct.	New York.	1896	96	1st Mort. (S. Fr. Okld & Ala.).....	500,000	8*	"	"
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	San Francisco.
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1898	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	"	"
Belvidere Delaware:							Charleston and Savannah :				
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.
2d Mortgage (C. & A. Co. and	492,500	6	March & Sept.	Princeton.	1885	86	Funded Interest on 1st Mort....	157,400	7	"	"
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84	Charlotte, Columbia & Augusta :				
Blue Ridge, (S. Car.) :							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers :				
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104	Cheraw and Darlington :				
Boston, Clinton and Fitchburg :							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.
1st Mortgage (Agricultural Br.)....	400,000	6	Jan. & July.	Boston.	1884	82	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"
1st Mortgage (Equalization)....	248,000	7	"	"	1889	90	Chernow and Salisbury :				
1st Mortgage (c <sup>o</sup> olidated)....	168,000	7	"	"	1890	90	1st Mortgage for \$250,000.....				
Equipment M. (gage).....	100,000	8	April & Oct.	"	1881	95	Cherokee :				
Boston, Concord and Montreal:							1st Mort. guar. by Ga. \$12,500p.m.				
Sinking Fund (consolidated)....	624,000	6	Jan. & July.	Boston.	1889	93	Cherry Valley, Sharon & Albany :				
1st Mortgage (71 m.).....	76,000	6	Feb. & Aug.	New York.	1865	....	1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.
1st Mort. page (224 m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....	Chesapeake and Ohio :				
1st Mort. page (224 m.).....	200,000	7	"	"	1899	50	1st M. (gold) skg fd for \$15,000,000	10,000,000	6*	May & Nov.	New York.
Boston, Hartford and Erie:							1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	"
1st Mortgage (old).....	60,000	7	March & Sept.	Boston.	1884	....	1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	"
1st Mortgage (Berdell).....	15,000,000	7	Jan. & July.	"	1899	31	2d Mort. ( " ) coupon.....	918,000	6	"	"
1st Mortgage, guar. by Erie.....	5,000,000	7	"	New York.	1899	50	Income ( " ) coupon.....	300,000	8	"	"
Mass. I. (ass'd) by \$4,000,000 Berl.	3,000,000	7*	"	"	1899	....	Funded Interest, coupon.....	100,500	8	"	"
Boston and Lowell:	</td										

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Cents."

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Detroit, Eel River and Illinois:						Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:						Frederick and Pennsylvania Line:	250,000	6*	April & Oct.	Baltimore.	1900	...
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	1st Mortgage gold.....	1,785,000	7	Feb. & Aug.	New York.	1892	102
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit, Lansing & L. Michigan:						Elgin and State Line Purchase.	135,000	6	Jan. & July.	"	1878	...
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	Mississippi Bridge.....	200,000	7	"	"	1884	...
Detroit and Milwaukee:						Georgia (and Banking):						
1st Mortgage, (D. & M. R. Y.) conv.	2,500,000	8	May & Nov.	New York.	1875	Company bonds (debentures).....	681,000	7	Jan. & July.	Augusta.	172-86	...
2d Mortgage ("").....	1,000,000	8	"	"	1875	Gilman, Clinton & Springfield:	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	...
1st Funded Coup. (D. & M. R. R.)	625,924	7	Jan. & July.	"	1875	1st Mortgage gold.....	1,000,000	8	Jan. & July.	"	1892	...
2d Funded Coup. ("").....	375,736	7	"	"	1875	2d Mortgage gold.....	226,500	7	Jan. & July.	New York.	1888	...
Oakl. & Ottawa R. R. stg. bonds.....	150,867	6*	May & Nov.	London.	1873	Goshen and Deckertown:						
Detr. & Pontiac R. R. bonds.....	250,000	7	"	New York.	1878	1st Mortgage.....						
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	Grand Rapids & Indiana:	4,000,000	7*	Jan. & July.	New York.	1899	...
Detroit, Mon. & Tol. (L. Sh. & M. S.):						1st Mortgage guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	...
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	1st Mort. not guar. gold, tax free	1,500,000	8	Jan. & July.	New York.	1886	...
Dubuque and Sioux City:						Grand River Valley (Mich. C.):	500,000	8	March & Sept.	"	1879	100
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	1st Mort., assumed by Lessees.....						
Dubuque Southwestern:						2d Mortgage, guar. by Lessees.....						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	Grand Trunk (Ca.):						
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	...	...
Dunkirk, Warren and Pittsburg:						Equipment Bonds No. 2 £270,500	1,380,000	6*	"	"		
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	Postal & Military b'd £1,200,000	6,000,000	6*	Feb. & Aug.	"		
Dutchess and Columbia:						1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"		
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	2d Preference Bonds £1,685,765.	8,428,825	4*	"	"		
East Alabama and Cincinnati:						Provincial Debentu's £3,111,500	15,557,500	...		Ottawa.	...	
1st Mort. end \$18,000 p.m. by Ala.						Great Western of Canada:						
East Brandywine & Waynesburg:						Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	...
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	Common (Company) Bonds.....	1,384,117	4	"	"	72-73	...
2d Mortgage.....	35,000	8	"	"	1873	Common ("") Bonds.....	2,993,973	6	May & Nov.	"	73-76	...
East Pennsylvania (Ph. & Rdg.):						Common ("") Bonds.....	2,662,087	5*	April & Oct.	"	77-78	...
1st Mortgage, guaranteed.....	405,000	7	March & Sept.	Philadelphia.	1888	Common ("") Bonds.....	4,867	5	"	"	1881	...
East Tenn. & Georgia (E. T. V. & G.):						Common ("") Bonds.....	3,650,000	6	June & Dec.	"	1890	...
1st Mortgage.....	870,000	6	Jan. & July.	New York.	1886	Greenville and Columbia:						
East Tenn. & Vir. (E. T. V. & Ga.):						1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	81-86	...
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	1st Mortgage not guaranteed.....	376,768	7	"	"	81-86	...
East Tennessee, Virginia & Ga.:						Greenwich and Johnsonville:						
1st Mort., ske fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	...
Eastern (Mass.):						Hackensack & New York Ext.:	300,000	7	May & Nov.	New York.	1889	...
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	1st Mortgage, \$10,700 p.m.	675,000	7	May & Nov.	New York.	1898	85
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1872	1st Mortgage.....	125,000	7	Jan. & July.	"	1890	...
1st Mort. (Essex R. R.) assumed.....	194,400	6	Jan. & July.	"	1874	2d Mortgage.....	1,000,000	7	May & Nov.	New York.	1890	87
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1876	Hannibal & Central Missouri:						
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1885	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	...
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1888	2d Mortgage.....	250,000	7	Feb. & Aug.	"		
Loan of 1872-'82.....	1,500,000	7	"	"	1889	Hannibal and St. Joseph:						
Eastern Shore (Md.):						Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	71-77	90
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	Missouri State Loan.....	1,500,000	6	"	"	87-88	...
2d Mortgage.....	180,000	6	April & Oct.	"	1886	Six years Mortgage bonds (222m)	5,000,000	10	"	"	1872	...
Elizabethtown and Paducah:						Five years' notes (277 m.).....	139,300	8	Various:	"	1874	...
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	Fifteen years' bonds (277 m.).....	3,476,000	8	March & Sept.	"	1885	86
Elkins and Williamsport (N. Cen.):						1st Mort. (Q. & Palm. R. R. 15 m.).....	600,000	8	Feb. & Aug.	"	1892	...
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	1st Mort. (K. City & Cam. R. R. 55m.).....	1,200,000	10	Jan. & July.	"	1886	99
Income Mortgage guaranteed.....	570,000	5	April & Oct.	"	1884	General Land Mortgage (277 m.).....	1,134,100	7	April & Oct.	"	1888	...
Erle Railway:						General Mortgage conv. (277 m.).....	5,800	7	Jan. & July.	"		
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1890	Harlem Extension:						
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1897	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...
3d Mortgage.....	4,582,000	7	"	"	1897	Harrisburg & Lancaster:						
4th Mortgage convertible.....	2,937,000	7	"	"	1879	1st Mortgage, guar. by Pa. Co. ....	700,000	6	Jan. & July.	Philadelphia.	1883	91
5th Mortgage convertible.....	708,500	7	April & Oct.	"	1883	1st Mortgage.....	700,000	6	Jan. & July.	Hartford & New Haven:	1873	...
Buffalo Branch, 1st mortgage.....	182,600	7	June & Dec.	"	1883	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	...
Sterling Loan (\$1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1891	Hartford, Providence and Fishkill:						
Consoi. Mort. for \$30,000,000, g'd	12,076,000	7*	"	"	1875	1st Mort. (R. I. 26.32 m. \$8k fund)	481,000	7	Jan. & July.	Providence.	1876	...
Convertible bonds.....	8,000,000	7	"	"	1890	1st Mort. (Conn. 96.04 m.) \$8k f'd.	1,574,500	7	"	Hartford.	1876	...
Erie and Louisville:						Holly, Wayne & Monroe (F&PM):						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	1st Mortgage, guar. tax free.....	1,000,000	8	Jan. & July.	New York.	1901	...
Erie and Pittsburg (Penn.):						Holyoke and Westfield:						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	...
2d Mortgage.....	115,200	7	March & Sept.	"	1890	Houstonian:						
Consolidated Mortgage tax free.....	2,059,000	7	Jan. & July.	"	1893	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...
Equipmen. Mortgage.....	600,000	7	April & Oct.	"	1890	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	...
European & N. American (Me.):						3d Mortgage of 1860.....	100,000	6	April & Oct.	"	1889	...
1st L. M. & I. on 59, & 2d on 55m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	Houston and Texas Central:						
Evansville and Crawfordsville:						1st Mortgage L. G. L. skg fund, gold.....	6,520,000	7*	Jan. & July.	New York.	1891	...
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	2d Mortgage.....	200,000	7	Feb. & Aug.	"	1870	...
1st Mortgage.....	156,000	7	March & Sept.	"	1889	3d Mortgage.....	1,894,000	7	June & Dec.	"	1885	104
1st Mort. (Rockville Extension):						Hudson River (N. Y. Cen. & H. R.):						
Evansville, Henderson & Nashv.:						1st Mortg. ....	180,000	7	May & Nov.	"	1885	...
1st Mortgage.....	150,000	7	Feb. & Aug.	"	1881	2d Mortg. ....	400,000	7*	May & Nov.	Boston.	1891	...
Evansville, Terre Haute & Chi.:						3d Mortg. ....	191,000	7	Jan. & July.			
1st Mortgage, gold.....	750,000	7	Jan. & July.	New York.	1897	Hudson Connecting (N.Y. & O Mid):						
Fall River, Warren & Providence:						1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	...
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	2d Mortgage.....	416,000	7*	April & Oct.	Philadelphia.	1890	104
Flint and Pere Marquette:						3d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	90
Land Mort. 1st series (55,241 a.):	156,500	7	May & Nov.	New York.	1880	Huntington and Broad Top Mt.:						
2d series (92,748 a.):	221,000	7	Jan. & July.	"	1887	1st Mortgage gold.....	1,261,000	7	April & Oct.	"	1895	62
3d series (52,091) txf.:	2,046,000	8	March & Sept.	"	1888	2d Mortgage.....	2,000,000	7	Feb. & Aug.	"		
F. & Holly lease (S. F. 264,000 p. a.):	476,000	10	May & Nov.	"	1888	3d Mortgage.....	1,894,000	7	June & Dec.	"		
Construction Loan.....	165,000	8	"	"	1876	Hudson River (N. Y. Cen. & H. R.):						
Florida:						1st Mortg. ....	180,000	7	May & Nov.			
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	New York.	1889	2d Mortg. ....	400,000	7*	Jan. & July.	New York.	1902	...
Flushing & North Side (L. L.):						3d Mortg. ....	322,000	6*	"	Philadelphia.	1890	...
1st Mortgage.....	1,025,000	7	May & Nov.	N. Y. & Lond.	1890	Construction bonds						

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Indianapolis, Cinc. and Lafayette:						Lake Shore & Michigan So.:						
1st Mortgage(Ind. & Cinc.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	Sinking Fund Oct. 1, 1869.	\$1,000,000	7	April & Oct.	New York.	1879	
1st Mortgage(L. C. & L. F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	Consol. registered July 1, 1870.	4,132,000	7	J. A. J. & O.	"	1890	
1st Mortgage(" of 1869	1,560,000	7	June & Dec.	"	1899	Consol. coupon July 1, 1870.	1,000,000	7	Jan. & July.	"	1890	
Indianapolis & St. Louis:						Bonds of Oct. 1, 1872.	235,000	7	April & Oct.	"	1882	
1st Mortgage.....		7	Jan. & July.	New York.	1910	Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	"	"	1890	
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	Sunbury July 1, 1854.	500,000	7	Jan. & July.	"	1874	
1st Mortgage.....		7	April & Oct.	"	1916	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	
2d Mortgage.....	1,000,000	7	"	"	1900	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	Skg Fund July 1, 1855 C. & Tol.	2,014,800	7	Jan. & July.	"	1885	
Iowa Eastern:						Mort. April 1, 1866	860,000	7	April & Oct.	"	1014	
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	1st Mort. May 1, 1865 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	
Iowa Falls & Sioux City (Illi. Cen.):						2d Mort. Oct 31, 1857	2,693,000	7	"	"	1041	
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	"	1873	
Iowa Midland (C. & N. W.):						Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	
1st Mort. \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	
Ironon (Penn.):						1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	"	1870	
Ithaca and Athens:						1st Mort. Oct. 1, 1867 (Sch. & Th. R.)	100,000	8	"	"	1887	
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	1st M. July 1, '68 (Kal. Ail. & Gr. R.)	840,000	8	"	"	1888	
Jackson, Lansing & Saginaw (M. C.):						1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	
2d Mortgage.....	500,000	8	March & Sept.	"	100	Lawrence (P. Ft. W. & Ohi.):						
1st Mortgage, Northern Ext. ....	940,000	8	May & Nov.	"	100	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1805	
Jacksonville, Pensac. and Mobile:						Leavenworth, Lawr. & N. West'n:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	1st Mort. guar. by Pac. of Mo. ....	355,000	7	Feb. & Aug.	New York.	1899	
Jamest'n & Frank. (L. S. & M. S. O.):						Leaven, Lawrence & Galveston:						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	1st Mort. skg fund conv., gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	
2d Mortgage guaranteed.....	600,000	7	June & Dec.	"	Lehigh and Lackawanna:							
Jefferson (Erie):						1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	Lehigh Valley:						
2d Mort. (" " ).....	94,000	7	"	"	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873		
1st Mort. (Carbndale Section).....	2,000,000	7	"	"	1st Mortgage (new loan) tax free.....	5,646,000	6	June & Dec.	"	1898		
Jeffersonville, Madison & Indian:					2d Mortgage for \$6,000,000.....	4,712,000	7	March & Sept.	"	102		
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1890	
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	Little Miami:							
1st Mortgage (Ind. & Mad. & Guar.)	397,000	7	May & Nov.	"	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883		
2d Mortgage (Jeffersonville R. R.)	345,000	7	April & Oct.	"	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894		
Joliet and Chicago (C. & Alton):					Little Rock and Fort Smith:							
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	
Joliet & Northern Ind. (Mich. C.):					Land Gran sinking fund.....	5,000,000	7	April & Oct.	"	25		
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	Lehigh & Lackawanna:						
Junction (Cin. & Indianapolis):					1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897		
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	Lehigh Valley:						
2d Mortgage.....	798,000	7	March & Sept.	"	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873		
Junction (Philadelphia):					1st Mortgage (new loan) tax free.....	5,646,000	6	June & Dec.	"	1898		
1st Mortgage, guaranteed.....	500,000	7	June & Dec.	"	2d Mortgage for \$6,000,000.....	4,712,000	7	March & Sept.	"	102		
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1890	
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	Little Miami:							
Junction and Breakwater:					1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883		
1st Mort. by Delaware....	400,000	6	Jan. & July.	New York.	1890	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	
Kalamazoo, Allegan & Gr. Rapids:					Little Rock and Fort Smith:							
1st Mort. assumed by L. S. & M. S. O.:	840,000	8	Jan. & July.	New York.	1888	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	
Kalamazoo and Schooler craft:					Land Gran sinking fund.....	5,000,000	7	April & Oct.	"	25		
1st Mort. assumed by L. S. & M. S. O.:	100,000	8	Jan. & July.	New York.	1887	1st Mortgage (old loan).....	500,000	6	Jan. & July.	New York.	1875	
Kalamazoo, & S. Haven (M. Cen.):					1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890		
1st Mortgage guar. by lessees..	640,000	8	May & Nov.	Boston.	1889	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	
Kalamazoo & White Pigeon:					General Mortgage.....	775,000	7	April & Oct.	"	1899		
1st Mort. assumed by L. S. & M. S. O.:	400,000	7	Jan. & July.	New York.	1890	Louisville & Miss. Riv. (Ch. & Al.):						
Kan. City, St. Jo. & Coun. Bluffs:						1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	Louisville, Cincinnati and Lexington:						
2d Mort. (" " ).....	150,000	10	"	"	1888	1st Mortgage for Cincinnati Br. ....	3,000,000	7	Jan. & July.	New York.	1897	
1st Mort. (St. Jo. & C. B. 78 m.)	1,400,000	10	March & Sept.	"	1878	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	
2d Mort. (" " ).....	539,500	8	June & Dec.	"	1892	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	1st Mortgage (main line 185 m.).....	554,000	7	Jan. & July.	New York.	173-176	
1st Mort. (" " ) gold.....	1,000,000	7*	"	"	1874	1st Mortgage (Mem. Br. 40.37m.).....	139,000	7	May & Nov.	"	72-76	
Consolidated Mort. (280m. C. & G.):	687,000	8	March & Sept.	"	1893	1st Mort. (Leb. & Ext. 73.2m.).....	88,000	7	"	"	80-86	
Kansas City & Santa Fe (L. L. & G.):					1874	Consol. M. for \$5,000,000 (392 m.).....	6,647,000	7	April & Oct.	"	1898	
1st Mortgage guar. by Lessees..	2,000,000	10	May & Nov.	Boston.	1900	Louisv., N. Al. & St. Lo. Air-Line:						
Kansas Pacific:						1st Mortgage gold, \$25,000 p. m. ....	2,875,000	7*	— & —	New York.	1901	
1st Mort. (1st Div. 140 m.) gold.....	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	Macon and Augusta:						
1st Mort. (2d Div. 253.94 m.) gold.....	4,068,000	6*	June & Dec.	"	1896	1st Mortgage end by State of Ga. ....	670,000	7	Jan. & July.	New York.	1881-91	
1st M. (3d D. 244.66m. & 3,00,000a)	6,455,000	7*	May & Nov.	N. Y. L. & F.	1890	1st Mortgage not guaranteed....	100,000	7	"	"	1890	
1st Mortgage (1,000,000a) gold.....	246,000	7*	March & Sept.	N. Y. & St. Lo.	171-176	Macon and Brunswick:						
1st Mortgage (2,000,000a) gold.....	1,321,000	7*	Jan. & July.	N. Y. L. & F.	1886	1st Mort. endorsed by Ga. ....	1,900,000	7	Jan. & July.	New York.	1877	
2d Mortgage on do. gold.....	1,500,000	7*	March & Sept.	"	1886	1st Mort. ".....	600,000	7	May & Nov.	"	1900	
1st Mort. (Leavenworth Branch).....	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	
2d Mortgage (Gov't's Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	1895-97	Equipment Mortgage.....	150,000	7	"	"	1879	
3d Mortgage (Income).....	4,275,350	7	March & Sept.	"	1896	Macon and Western:						
Kent County (Del.):					1896	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1890	
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	Maine Central:						
Kentucky Central:						Consolidated Mort. for \$7,500,000.....	3,000,000	0	7*	April & Oct.	Boston.	1012
2d Mortgage (Cov. & Lex.) 1853.....	844,000	7	March & Sept.	New York.	1883	\$1,100,000 Loan, tax free.....	746,300	7*	Jan. & July.	"	1898	
3d Mortgage (Kent. Cen.) 1866.....	237,000	7	June & Dec.	"	514,000	6	April & Oct.	"	"	1875		
Keokuk, Iowa & Minn. (T.W. & W.):					491,000	6	"	"	"	1900		
1st Mort. gold conv. traffic guar. ....	20,000pm	7*	Jan. & July.	New York.	1892	\$1,100,000 (A. & Ken. L. & F.):	1,100,000	6	Feb. & Aug.	"	90-91	
Keokuk and St. Paul (C. B. & Q.):						1st Mortgage (Ken. & P.):	217,300	6	April & Oct.	"	1886	
1st Mortgage traffic guar. ....	1,000,000	8	April & Oct.	Boston.	1879	Consolidated (P. & K.):	1,149,300	6	"	"	1896	
Lackawanna & Bloomsb (D.L. & W.):						1st Mort. (S. & K.):	300,000	6	June & Dec.	"	1874	
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	2d Mortgage (" " ).....	260,000	6	"	"	1876	
1st Mortgage (Extension).....	400,000	7	March & Sept.	"	1885	1st Mortgage (L. & F.):	633,000	6	Jan. & July.	"	1901	
2d Mortgage.....	500,000	7	April & Oct.	"	1880	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	1st Mortgage, guaranteed....	300,000	7	Jan. & July.	Boston.	1890	
Income Mortgage.....	250,000	7	Jan. & July.	"	1881	Mari						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6 May & Nov.	Boston	1885	43		1st Mortgage, endorsed by Tenn.	\$1,546,000	6 Jan. & July.	New York	1890		
2d Mortgage.....	150,000	6 June & Dec.	"	1889	....		Nashville and Decatur (L. & Nash.)						
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7 Jan. & July.	New York	1900	91	
1st Mortgage guaranteed, gold..	100,000	7* Jan. & July.	New York	1890	....		2d Mortgage gold .....	500,000	6* April & Oct.	Nashville	1887		
Mayville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7 Jan. & July.	New York	1890	....		1st Mortgage.....	112,500	7 Jan. & July.	Bridgeport	1876		
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7 March & Sept.	New York	1880	86		1st Mortgage guar.....	600,000	7 Jan. & July.	New York	1891		
2d Mortgage.....	1,000,000	7 Jan. & July.	"	1883	....		Newark, Somerset & Straitsville:	800,000	7* May & Nov.	New York	1889		
Memphis and Little Rock:							New Brunswick and Canada:						
1st Mortgage.....	1,300,000	8 May & Nov.	New York	1890	....		1st Mortgage, Sterling £200,000..	972,000	6* May & Nov.	London	1867		
Michigan Air Line:							Newburg & New York (Erie):						
1st Mortgage (E.D. \$15,000 p.m.)		8 Jan. & July.	Boston	1890	101		1st Mortgage for \$900,000.....		7 Jan. & July.	New York	1880		
Michigan Central:							New H., Middlet' n & Williman:						
1st Mortgage, convertible.....	586,000	8 April & Oct.	New York	1892	....		1st Mortgage (coup. & reg.).....	3,000,000	7 May & Nov.	New York	1889		
1st Mortgage, sinking fund conv.	2,179,000	8 " "	"	1882	118		New Haven & Northampton:						
Trust Mortgage for \$10,000,000..	7,000,000	7 Jan. & July.	"	1902	93		1st Mortgage.....	2,000,000	7 May & Nov.	New York	1890		
1st Mort. (M. Air L. W. D.) assu'd	1,900,000	8 May & Nov.	"	1890	105		Convertible.....	1,000,000	7 Jan. & July.	N. Y. & N. H.	1890		
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8 " "	"	1886	....		400,000	6 April & Oct.	"	1880			
2d Mort. (" " " ) guar.	600,000	8 March & Sept.	"	1879	104		Holyoke and Westfield bonds.....	2,000,000	7 Jan. & July.	"	1891		
1st Mort. (K. & So. Hav.) f. guar.	640,000	8 May & Nov.	"	1889	100		New Jersey See United Compan'ys						
2d Mort. (" " " ) guar.	70,000	8 " "	"	1869	....		New Jersey Midland (N.Y. & O.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	2,000,000	7* Feb. & Aug.	New York	1895		
1st Mortgage.....	800,000	8 Jan. & July.	New York	1889	....		2d Mortgage currency.....	1,500,000	7 " "	"	1881		
Middletown, Union & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7 May & Nov.	New York	1886	....		1st Mortgage.....	2,000,000	7 May & Nov.	New York	1890	74	
Midland of Canada:							1st Mortgage (Tom's Riv. Br.).....	120,000	7 March & Sept.	"	1888		
1st Mortgage sterling £235,000..	1,148,667	8* May & Nov.	London	1896	....		Income Mortgage.....	750,000	7 April & Oct.	"	1881		
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7* Feb. & Aug.	New York	1890	....		1st Mort. gold, for \$3,000,000.....		7* May & Nov.	New York	1900		
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,514,000	7 Jan. & July.	New York	1898	92		1st Mortgage.....	300,000	6 March & Sept.	New York	1885		
2d Mortgage.....	1,191,000	7 April & Oct.	"	1884	77		1st Mortgage.....	200,000	6 Jan. & July.	"	1888		
1st Mortgage (E. Div. Palmer.)	791,500	8 May & Nov.	"	1874	....		Income Mortgage.....	750,000	7 Jan. & July.	New York	1886		
1st Mort. (Iowa and Minn.).....	3,808,000	7 Jan. & July.	"	1897	87		New Jersey, Mobile and Texas:						
1st Mortgage (Minn. Cent.).....	192,000	7 " "	"	1870	90		1st M. (N.O. to T. 227 m.) skd fd.....	2,825,000	8 Jan. & July.	New York	1915		
1st Mortgage (Iowa & Dak.).....	1,008,000	7 " "	"	1870	81		1st M. (" " ) gold skd fd.....	2,825,000	7 " "	N. Y. or Lond.	1915		
1st Mortgage (P. du Chien.).....	3,674,000	8 Feb. & Aug.	"	1898	106		2d Mortgage, endorsed by La.....	2,825,000	8 " "	New York	1915		
2d Mortgage (P. du Chien.).....	315,000	7* " "	"	1898	98		New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7 March & Sept.	"	1873	....		1st M. (N.O. to T. 227 m.) skd fd.....	2,825,000	8 Jan. & July.	New York	1915		
1st Mort. (Milw. & Win.).....	234,000	7 Jan. & July.	"	1891	....		1st M. (" " ) gold skd fd.....	2,825,000	8 " "	"	1880		
Real Estate Purchase.....	148,500	7 " "	"	1881	....		2d Mortgage, endorsed by La.....	2,825,000	8 " "	New York	1915		
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7					1st Mortgage gold, for \$3,000,000.....		7* May & Nov.	N. Y. & N. O.	1889		
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$14,000 p.m.....		8 June & Dec.	New York	1890	....		Debt Certif. (N. Y. Central):	5,926,626	6 May & Nov.	New York	1883	92	
Mineral Point:							Bonds for debts ass'd (N.Y. Cen.):	1,514,000	7 Feb. & Aug.	"	1876	104	
1st Mortgage, Dec. 21, 1868.....	320,000	10 Jan. & July.	New York	1890	....		Bonds for B. & N. St. ( " )	76,000	6 May & Nov.	"	1883		
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks ( " )	592,000	6 " "	"	1883	91	
1st Mortgage gold, guaranteed..	400,000	8* Jan. & July.	New York	1911	....		Bonds for real estate ( " )	162,000	6 " "	"	1883	87	
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renew'd ( " )	2,900,000	6 June & Dec.	"	1887	91	
1st Mortgage gold, guaranteed..	700,000	7* Jan. & July.	New York	1911	....		1st Mort. (Hudson Riv.):	200,000	7 Feb. & Aug.	"	1870		
Minnesota and North Western:							2d Mort. ( " ) B. F. ....	1,894,000	7 June & Dec.	"	1885		
1st Mort. gold, skd fd & tax free.....	20,000pm	7* Jan. & July.	New York	1895	....		3d Mort. ( " ) ....	180,000	7 May & Nov.	"	1875		
Mississippi Central:									7				
1st Mortgage.....	1,854,000	7 May & Nov.	New York	1898-'71	....		Bonds of '71, tax free (N.Y.C. & H.)	1,950,000	7 April & Oct.	"	1891		
2d Mortgage.....	2,000,000	8 Feb. & Aug.	"	1875	....		Consol. Mort. for \$40,000,000.....		7		1902		
General Mort. for \$8,000,000 gold		7* May & Nov.	"	1912	....		New York and Harlem:						
Mississippi, Ouachita & Red Riv.:							1st Mortgage of 1853.....	3,000,000	7 May & Nov.	New York	1873	103	
1st Mortgage gold.....	1,800,000	7* — & —	"				Consolidated mortgage of 1863.....	1,754,600	7 Feb. & Aug.	"	1893		
1st Mort. Land Grant gold.....	1,000,000	7* — & —	"				Sinking Fund mortgage of 1861.....	111,850	7 Jan. & July.	"	1881		
State (Ark.) subsidy \$10,000 p.m.	1,560,000	7 April & Oct.	"	1910	....		Bonds of 1853, unsecured.....	106,000	7 " "	"	1873		
Mississippi and Tennessee:							N. York, Houston & Northern:						
1st Mortgage of April 1, 1856.....	600,000	7 April & Oct.	New York	1876	....		1st Mortgage for \$500,000.....	161,000	7 Feb. & Aug.	New York	1889		
Consolidated Mort. Sept. of 1866.	1,181,600	8 Jan. & July.	"	1891	....		2d Mortgage.....	1,059,500	7 April & Oct.	New York	1875	101	
Mississippi Valley and Western:							1st Mortgage.....						
1st Mortgage \$20,000 p. m.....		8 April & Oct.	New York	1902	....		New York & Oswego Midland:						
Missouri, Iowa and Nebraska:							1st Mortgage gold, tax free.....	8,000,000	7 Jan. & July.	New York	1889	94	
1st Mortgage gold, sinking fund.		7* Jun. & Dec.	"	1910	....		2d Mortgage convertible.....	2,500,000	7 May & Nov.	"	1898	82	
Missouri, Kansas and Texas:							2d Mortgage non-convertible.....	1,500,000	7 " "	"	1898		
1st Mort. (U. Pac. S. B.) skd fund	4,250,000	6* Jan. & July.	New York	1890	....		New York, Providence & Boston:						
1st Mort. (Tebu Neosho) S. F. g'd	2,000,000	7* June & Dec.	"	1903	....		1st Mortgage.....	132,000	6 Feb. & Aug.	New York	1873-'78		
Consel. Land Grant, skd fd gold	7,833,000	7* Feb. & Aug.	"	1904	....		Improvement Bonds.....	1,000,000	7 Jan. & July.	"	1876		
Missouri River, Ft. Scott & Gulf:							Extension Bonds.....	250,000	6 May & Nov.	"	1878-'81		
1st Mortgage Land skd fd, tax fr	5,000,000	10 Jan. & July.	New York	1899	....		General Mort. for \$1,000,000.....	732,000	7 " "	"	1899		
2d Mortgage.....	2,000,000	10 April & Oct.	N. Y. & Bost.	1891	74		N. York, West Shore & Chicago:						
Mobile and Girard:							1st Mortgage gold, \$35,000 p. m.....						
1st Mortgage.....	377,500	7 Jan. & July.	New York	1876	....		Niles and New Lisbon:						
2d Mortgage.....	300,000	7 " "	"	1889	....		1st Mortgage.....	500,000	7 Jan. & July.	New York	1890		
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6 March & Sept.	Boston	1854		
1st Mortgage endor. by Ala. gold.	2,500,000	8* May & Nov.	New York	1900	....		1st Mortgage.....	906,000	7 Jan. & July.	New York	1877		
Interest bonds.....	804,400	8 " "	Mobile	1877	....		1st Mortgage.....	157,000	7 " "	"	1877		
Interest bonds.....	371,800	8 " "	"	1888	....		2d Mortgage.....	458,000	8 " "	"	1893		
Interest (sterling) bonds.....	755,040	8 " "	London	1883	....		North Eastern (S. Car.):						
2d Mort. (Income Liquidation).,	943,121	8 March.	Mobile	1877	....		1st Mortgage.....	820,000	7 March & Sept.	Charleston	1899		
Montclair (N. Y. & O. Mid.)							2d Mortgage.....	322,000	7 " "	"	1899		
1st Mortgage gold, guar.....	1,200,000	7* March & Sept.	New York	1886	....		North Shore (L. I.):						
2d Mortgage.....	400,000	7 " "	"	1900	....		1st Mortgage.....	122,500	6 Jan. & July.	Philadelphia	1885	99	
Income Mortgage.....	700,000	7 " "	"	1890	....		2d Mortgage.....	1,358,500	6 May & Nov.	"	1890	102	
Montgomery and Rufus:							3d Mortgage.....	1,223,000	6 April & Oct.	Baltimore	1885	90	
1st Mortgage end. by Ala. gold.	1,04												

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	When.	Where.	Due.	Price.	
			When.	Where.	Due.				When.	Where.	Due.								
Northern Pacific:						Perkiomen (Phila. & Rdg):													
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.	\$619,000	6	April & Oct.	Philadelphia.	1897	85						
Norwich & Worcester (H.H. & E.):						Perth Amboy & Woodbr. (C&A):													
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	...	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	...						
Plain bonds.....	200,000	...	" "	" "	1874	...	Petersburg:												
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	...	1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	179-188	...						
Nyack and Northern:						Philadelphia and Baltimore Cent.:													
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Penn. Div. 361 m.):	800,000	7	Jan. & July.	Philadelphia.	1879	...						
Ogdensburg and Lake Champlain:						1st Mortgage (Md. Div. 91 m.):	300,000	6	April & Oct.	"	1891	...							
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94	2d Mortgage (Pa. & Md. 46 m.):	400,000	7	Jan. & July.	"	1900	...						
Equipment Mortgage.....	200,000	8	" "	" "	1879	94	Philadelphia and Reading:												
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	...	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	...						
Ohio and Mississippi:						Loan of 1870, convertible.....	28,000	7	" "	" "	"	1890	...						
1st Mortgage, (E. Div.):	2,050,000	7	Jan. & July.	New York.	1872	...	Mortgage Loan of 1857, conv. ....	95,000	6	" "	" "	1886	...						
1st Mortgage, (W. Div.):	850,000	7	" "	" "	1872	...	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	" "	1880	96						
2d Mortgage, (W. Div.):	534,000	7	" "	" "	1874	54	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103						
Income Mort. (W. Div.):	221,500	7	April & Oct.	" "	1882	...	Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	...						
Consolidated Mort. ....	2,761,000	7	Jan. & July.	" "	1898	91	Mortgage Loan of 1843 stg.....	976,800	6*	" "	" "	1880	...						
Consolidated Mort. (sterling):	101,850	7*	" "	London.	1898	...	Mortgage Loan of 1836 stg.....	177,600	7*	" "	" "	1877	...						
Oil Creek and Allegheny River:						Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	101							
1st Mortgage (O. C. R.):	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80	Dollar registered.....	3,414,000	7	" "	" "	1911	103						
1st Mortgage (War. & Fkln.):	580,000	7	April & Oct.	"	1882	83	Mortgage (Gold or stg coup. ....	7,000,000	6*	" "	" "	Phil. or Lond.	1911	98					
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	71	Gold or stg reg. ....	824,000	6*	" "	" "	1911	97						
Old Colony and Newport:						Dollar coupon.....	376,000	6	" "	" "	"	Philadelphia.	1911	...					
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	98	New deben. loan, conv. ....	2,305,630	7	Jan. & July.	"	1893	102						
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97	Philadelphia, Wilmington & Balt.:	345,000	6	Jan. & July.	Philadelphia.	1884	111						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	Mortgage Loan, convertible.....	400,000	6	April & Oct.	"	1876	96						
Omaha and Northwestern:						Loan of 1866.....	1,000,000	6	" "	" "	"	1887	...						
1st M. land grant, gold \$16,000pm			7.3	Jan. & July.	New York.	1901	...	Pickering Valley (Phila. & Rdg):	330,300	7	April & Oct.	Philadelphia.	1900	...					
Omaha and Southwestern:						1st Mortgage, guaranteed.....	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74							
1st Mortgage \$20,000 p. m. ....	1,000,004	8	June & Dec.	Boston.	1896	87	Pittsburg, Cinc. & St. Louis (Pa.):	3,000,000	6	monthly.	New York.	1884	76						
Orange, Alexandria & Manassas:						Conso. Mortgage for \$10,000,000.	775,000	7	Jan. & July.	Philadelphia.	1890	...							
1st Mort. (Alex. to Gordonsville):	400,000	6	May & Nov.	New York.	1873	92	1st Mort. (St. Louis & Ind.):	4,000,000	7	Jan. & July.	Baltimore.	1898	93						
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875	80	1st Mort. (Ct. & Newk 35m):	1,000,000	6	"	"	1886	...						
3d Mort. "	598,000	8	May & Nov.	Richmond.	1873	89	Pittsburg & Connellsville:	1,000,000	6	"	"	1887	...						
4th Mort. "	574,000	8	March & Sept.	Alexandria.	1880	80	1st Mortgage of 1868, tax free.....	875,000	7	Jan. & July.	Philadelphia.	1912	106						
Consolidated Mort. ....	1,645,500	7	Jan. & July.	New York.	1882	81	2d Mort. (Balt. Loan) of 1866.....	875,000	7	Feb. & Aug.	Philadelphia.	1900	...						
Orange and Newark:						1st Mort. (Turtle Cr. Div. 104 m.):	3,000,000	6	monthly.	New York.	1884	74							
Osage Valley & Southern Kansas:						1st Mort. (Pittsburg, Ft. Wayne & Chicago):	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	...							
1st Mortgage (5-20 years):	200,000	10	Jan. & July.	New York.	1888	...	1st Mort. (Series A):	875,000	7	Jan. & July.	New York.	1912	106						
Oshkosh & Miss. (M. & S. P.):						1st Mort. (Series B):	875,000	7	Feb. & Aug.	"	1912	...							
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	...	1st Mort. (Series C):	875,000	7	March & Sept.	"	1912	...						
Oswego and Rome (R. W. & O.):						1st Mort. (Series D):	875,000	7	April & Oct.	"	1912	...							
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	...	1st Mort. (Series E):	875,000	7	May & Nov.	"	1912	...						
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	...	1st Mort. (Series F):	875,000	7	June & Dec.	"	1912	...						
Oswego and Syracuse (D.L. & W.):						2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	101							
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	...						
Ottawa, Oswego & Fox River:						2d Mortgage (Series I):	860,000	7	April & Oct.	"	1912	...							
1st Mortgage guar. by (C. B. & Q.):						2d Mortgage (Series K):	860,000	7	May & Nov.	"	1912	...							
Owensboro' and Russellville:						2d Mortgage (Series L):	860,000	7	June & Dec.	"	1912	...							
1st Mortgage for \$1,500,000....						2d Mortgage (Series M):	860,000	7	April & Oct.	"	1912	98							
Pacific of Missouri (Atl. & Pac.):						3d Mortgage.....	2,000,000	7	May & Nov.	"	1912	...							
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	84	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	New York.	1889	80						
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1901	75	Equipment Mort. of Mar. 1, 1869	800,000	6	Jan. & July.	Boston.	1900	...						
Income Bonds.....	1,500,000	7	" "	" "	1892	...	Construction bonds of Jan. 1, '70	3,000,000	6*	May & Nov.	"	1901	...						
St. Louis County Bonds.....	700,600	7	Monthly.	St. Louis.	1885	...	Plymouth, Kankakee & Pacific:	1,000,000	7	Jan. & July.	"	1901	...						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	...	1st Mortgage for \$3,600,000.....	1,000,000	7*	May & Nov.	"	1889	...						
1st Mort. (Lea. Atch. & Nev.):	500,000	7	April & Oct.	"	1889	...	Port Huron & Lake Michigan:	700,000	7	May & Nov.	"	1889	...						
Paducah and Memphis:						1st Mort. gold, for \$1,800,000....	800,000	6	Jan. & July.	Philadelphia.	1900	...							
1st Mortgage gold for \$2,805,000.						1st Mort. gold, for \$1,800,000....	800,000	6	Jan. & July.	Boston.	1900	...							
Panama:						1st Mort. gold, guaranteed.....	800,000	6	May & Nov.	Philadelphia.	1882	...							
1st Mortgage, stg £19,350.....	93,847	7*	April & Oct.	London.	1875	...	1st Mort. gold, for \$1,800,000....	800,000	6	Jan. & July.	Boston.	1900	...						
General Mortgage, stg £597,300.	3,869,330	7*	" "	" "	1897	...	1st Mort. gold, for \$3,300,000....	800,000	6	May & Nov.	Philadelphia.	1882	...						
Paris and Decatur:						1st Mort. gold, for \$2,300,000....	800,000	6	May & Nov.	Boston.	1901	...							
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	...	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	...						
Paterson and Newark (Erie):						1st Mort. (Portland Loan) skg f'd.....	700,000	6	Jan. & July.	Portland.	1887	...							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	1st Mortgage (equal item):	350,000	7	April & Oct.	Boston.	1887	...						
Pekin, Linc. & Decatur (TW & W.):						2d Mort. Sept. 1, 1871 for \$450,000....	700,000	7	March & Sept.	"	1891	...							
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1890	88	Port Royal (S. C.):	1,500,000	7*	May & Nov.	N. Y. & Loud.	1889	...						
Pemberton & Hights. (U. C. N. J.):						1st Mort. gold, skg f'd.....	1,000,000	7*	May & Nov.	Philadelphia.	1889	...							
Pemberton & N. York (N. J. S.):						1st Mort. gold, guar. by Ga. Co. ....	1,000,000	7*	May & Nov.	New York.	1890	91							



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where	Due	Price				When.	Where	Due	Price
Toledo, Wabash and Western:							Western Maryland:						
1st Mortg. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York	1890	95	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M.(L.Erie, W.& St.L.167 m.)	2,500,000	7	" " "	"	1890	...	1st Mortg. endor. by Balt.	200,000	6	" " "	"	1890	97
1st Mort.(Gt. W.R.R. K.W.D.100m)	4,000	10	April & Oct.	"	1868	...	2d Mort. "	300,000	6	" " "	"	1890	97
1st M. (Gt. W.Rwy of '59, 18m)	2,500,000	7	Feb. & Aug.	"	1888	94	2d Mort. endor. by Wash. Co.	300,000	6	" " "	"	1890	84
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	91	2d Mortgage preferred.	600,000	6	" " "	"	1895	70
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	3d Mortgage endor. by Balt.	875,000	6	" " "	"	1900	96
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	...	Western Pacific (Cen. Pac.):						
1,500,000	7	" "	"	"	1871	93	1st Mortgage assumed, gold.	2,735,000	6*	Jan. & July.	New York.	1890	92
2d, Mort. (Tol. & Wabash 75 m.)	2,500,000	7	" "	"	1893	87	Western Penns. (Ivania (Penn.):	800,000	6	April & Oct.	Philadelphia.	1893	80
Equipment (Tol. & Wabash 75 m.)	800,000	7	F. M. A. & N.	"	1907	85	1st Mortgage (main line 57 m.)	1,000,000	6	Jan. & July.	"	1896	...
Consel. Mortgage (500 m.)	2,700,000	7	" "	"	1900	90	1st Mortgage (Pittsb. Br. 28 m.)						
1st M. (Dec. & East St. L.109m)	2,700,000	7	" "	"	1900	90	Western Union (M. & St. P.):						
Froy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1896	...
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	...	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863 gr. by C. & A.	400,000	6	March & Sept.	Camden.	1888	...
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	94
2d Mortgage, guaranteed.....	180,000	6	" "	"	1878	...	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103
Tuckerton:							West Wisconsin:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	...	1st Mort. land gr. gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84
Union Pacific:							Whitehall & Plattsburgh (M. & P.):	250,000	6	Jan. & July.	Philadelphia.	1888	...
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	1868-99	80	1st Mortgage.....	200,000	7	Jan. & July.	Philadelphia.	1873	...
2d Mortgage (Gov. subsidy).....	27,236,000	6	" "	"	1868-99	80	1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1900	...
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1889	71	Wicomico & Pocomoke:	200,000	7	Jan. & July.	Philadelphia.	1888	...
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	58	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	...
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	58	Williamson and Tarboro':						
Union Pacific (Central Div.):							1st Mortgage.....	3,200,000	7	June & Dec.	Philadelphia.	1900	75
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	...	Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1867-8	...	1st Mortgage.....	8,200,000	7	June & Dec.	Philadelphia.	1900	...
Union Pacific, S. Br. (M.K. & T.):							Wilm., Charlotte & Rutherford:						
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York.	1899	...	1st mortgage.....	1,600,000	8	Jan. & July.	New York.	1897	...
Union & Titusville (O.C. & A.Riv.):							1st Mortgage, endor. by N. Car.	1,900,000	8	" "	"	1897	...
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	Wilmington and Reading:						
United Companies of New Jer.:							1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	99
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	...	2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	83
Loan of 1875 (Joint Companies)	675,008	6	April & Oct.	Philadelphia.	1875	98	Wilmington and Weldon:						
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	...	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1882	...
Loan of 1883 (" " " ")	450,000	6	" "	"	1878	...	Currency Bonds.....	221,400	7	May & Nov.	"	1882	...
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	"	1883	90	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1898	...
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	89	Wilmington and Western (Del.):						
Consolidated(mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	...	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	...
Sterling Loan £369,200.....	1,848,000	5*	March & Sept.	London.	1894	98	Winona & St. Peter (C. & N. W.):						
Sterling Loan £360,000.....	1,800,000	6*	" "	"	1888	...	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	82
Loan of 1888.....	154,000	6	" "	"	1888	...	2d Mortgage \$12,000 p. m.....	1,566,000	7	May & Nov.	"	1890	...
Bond to State of New J. (N.J.Co.)	100,000	7	Feb. & Aug.	New York.	1887	...	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	...
Bond to State of N. J. (U.C.o's)	500,000	7	" "	"	1887	...	Wisconsin Central:						
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894	...	1st M. L. G. gold S. £25,000pm.....		7*	Jan. & July.	Boston.	1901	...
Utica and Black River:							Worcester (Md.):						
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	...	1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	...
Utica, Chen. & Susq. Val. (D&HC):							Worcester and Nashua:						
1st Mortgage.....		7	"	"	"	...	Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	...
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	" "	"	1890	...
1st Mortgage gold, skg fund.....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	...	CANAL BONDS:						
Vermont Central:							Chesapeake and Delaware:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	26	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
2d Mortgage consolidated.....	1,500,000	7	" "	"	1891	73	Chesapeake and Ohio:						
1st Mort. (Stan. Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	"	1887	67	Maryland Loan sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	"	80	Sterling, Loan guaranteed.....	4,375,000	6*	" "	London.	1890	...
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	"	Preferred Bonds (next ten).....	1,699,500	6	Jan. & July.	Baltimore.	1888	112	
Equipment Mortgage.....	1,000,000	8	" "	"	1890	79	Delaware Division (L.C. & N.):						
Vermont and Massachusetts:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92	Delaware and Hudson:						
Convertible bonds, tax free.....	200,000	7	" "	"	1879	98	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	...
Vermont Valley (Rutland):							2d Mort. (2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1884	102
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	102
1st Mortgage.....	114,000	6	" "	Boston.	1860	...	Delaware & Raritan See U'd Co's.						
2d Mortgage.....	293,200	7	" "	New York.	1859	...	Lehigh Coal and Navigation:						
Vicksburg and Meridian:							Mortgage Loan reg.....	5,765,277	6	J. A. J. & O.	Philadelphia.	1884	90
1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	...	Mortgage Loan reg.....	2,00,000	6	F. M. A. & N.	"	1897	92
General 2d series (blue).....	850,000	7	" "	"	1890	...	Mortgage (equip.) Loan, gold.....	4,944,000	6*	June & Dec.	"	1897	92
Mortgage 3d series (black).....	154,000	7	" "	"	1890	...	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	92
4th series (not end).....	1,273,000	7	April & Oct.	"	1880	...	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	82
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	...	Monongahela Navigation:						
Vineland:							1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	...
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	...	Morris (and Banking):						
Virginia & Tennessee (A.M. & O.):							1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	94
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95	2d Mortgage.....	236,000	6	" "	"	1876	93
Enlarged Mortgage.....	990,000	6	" "	"	1884	78	Boat Loan, sinking fund.....	236,965	7	" "	"	1886	90
4th Mortgage.....	346,000	8	March & Sept.	"	1900	874	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	...
Registered Certificates.....	123,200	8	Jan. & July.	"	"	71-75	Pennsylvania:						
Funded Interest.....	204,200	8	" "	"	"	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	69	
Income Mortgage (fundable).....	112,500	8	" "	"	1886	...	1st Mortgage (W.Y. Val. Can.).....	600,000	6	" "	"	1878	...
Wallkill Valley (Erie):							1st Mortgage (W.Y. Val. Can.).....	743,654	7	" "	"	1886	...
1st Mortgage gold, tax free.....	20,000 pm	7*	April & Oct.	New York.	1910	...	Interest Bonds (Erie Canal).....	161,960	7	" "	"	1873	...
Ware River (Vt. Cen.):							Schuykill Navigation (Ph. & Rdg):						
1st Mortgage gold, for \$750,000.	462,000	6*	June & Dec.	New York.	1890	...	1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	182-97	...
Warren (D. I. & W.):							2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882	72
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...	Plain Bonds.....	58,222	6	" "	"	1876</	

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Income, Debts, Income, Dividends, &amp;c., &amp;c.

Stock (") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running data (....) signify "not ascertained." State-line Railroads are printed in *italic* letters.

## Abstract of General Balance Sheet.

Railroad.	Property and Assets.				Liabilities.				Operations.				Earnings.			
	Cars.	Freight.	R. M. R.	Pass.	Rolling Stock.	Accounts and Cash.	Bonds.	Stocks.	Accounts.	Bonds.	Stocks.	Surplus Income.	Market. Par.	Dividends.	Net.	
Sept. 30, 1872	60,2	2,113,19	3	4	3	106	1,410	7,725,692	1,410	7,725,692	1,410	950,000	1,463,756	100,425	100,425	
May, 1872	100,000	400	400	400	400	Alabama and Chattanooga.	Alabama.	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	8,000,000	—	—	
Dec. 31, 1872	81,3	13	8	12	10	Alabama Central.	Alabama.	805,873	805,873	805,873	805,873	928,000	928,000	—	—	
Sept. 30, 1872	142,0	21	24	12	10	Atlanta and Suwanee.	Georgia.	746,672	746,672	746,672	746,672	1,600,000	1,600,000	—	—	
Dec. 31, 1872	61,0	20	3	4	1	21	1,200	1,200	1,200	1,200	1,600,000	1,600,000	—	—		
Sept. 30, 1872	132,0	44,9	112,0	44,9	44,9	21	1,000	1,000	1,000	1,000	1,256,300	1,256,300	—	—		
Nov. 30, 1872	132,0	1,5	—	—	—	Allegheny Valley.	Penn.	13,390,000	13,390,000	13,390,000	13,390,000	167,544	167,544	—	—	
Dec. 31, 1872	20,5	2	5	10	2	43	1,147,220	1,147,220	1,147,220	1,147,220	1,147,220	1,147,220	—	—		
Dec. 31, 1872	20,5	2	5	10	2	43	Allegheny and Elbridge.	Maryland.	446,000	446,000	446,000	446,000	—	—	69	69
Dec. 31, 1872	20,5	2	5	10	2	43	Alton.	Arkansas.	500,000	500,000	500,000	500,000	—	—	60	60
Mar. 31, 1873	22,6	1,9	—	—	—	Asheville.	North Carolina.	500,000	500,000	500,000	500,000	—	—	100	100	
Nov. 30, 1872	466,0	23,3	200,0	2	—	Atchison, Topeka & Santa Fe.	Kansas.	500,000	500,000	500,000	500,000	500,000	500,000	—	—	
Sept. 30, 1872	30	0	0	0	0	Atlanta and Enfield.	Massachusetts.	5,565	5,565	5,565	5,565	44,400	44,400	—	—	
June 30, 1872	86,7	19	6	6	6	Atlanta and West Point.	Georgia.	1,200,120	1,200,120	1,200,120	1,200,120	2,000,000	2,000,000	—	—	
Sept. 30, 1872	387,3	166	52	26	17	Atlantic and Great West.	N. Y. Penn. & O.	60,922,240	60,922,240	60,922,240	60,922,240	1,000,000	1,000,000	—	—	
Dec. 31, 1872	237,0	10,6	16,3	16,5	0	Atlantic and Gulf.	Georgia.	7,692,288	7,692,288	7,692,288	7,692,288	1,254,350	1,254,350	—	—	
Sept. 30, 1872	20,0	31,0	18,0	18,0	18,0	Atlantic, Mississippi and Ohio.	Missouri & N. O.	17,66,914	17,66,914	17,66,914	17,66,914	4,477,688	4,477,688	—	—	
May 31, 1872	96,0	4,8	9	9	9	Atlantic and North Orlon.	N. Carolina.	2,00,000	2,00,000	2,00,000	2,00,000	1,477,688	1,477,688	—	—	
Dec. 31, 1872	149,6	16,2	20,0	0	0	Atlantic and Pacific.	Missouri & N. H. & V.	7,684,086	7,684,086	7,684,086	7,684,086	1,000,000	1,000,000	—	—	
Nov. 30, 1872	153,0	2,7	—	—	—	Atlantic and St. Lawrence.	Me. N. H. & V.	1,082,200	1,082,200	1,082,200	1,082,200	1,000,000	1,000,000	—	—	
Dec. 31, 1872	161,6	0,9	2	1	1	Augusta and Savannah.	Georgia.	1,246,000	1,246,000	1,246,000	1,246,000	1,000,000	1,000,000	—	—	
Sept. 30, 1872	47,5	2,0	4,1	—	—	Bald Eagle Valley.	Penn.	1,080,000	1,080,000	1,080,000	1,080,000	1,000,000	1,000,000	—	—	
Sept. 30, 1872	50,7	—	383,205	62,794	—	Baltimore and Ohio.	Md. & W.	3,424,636	3,424,636	3,424,636	3,424,636	12,423,329	12,423,329	4,901	4,901	
Sept. 30, 1872	30,6	30,9	21,8	21,8	21,8	Parkersburg Branch.	W. Maryland.	1,680,000	1,680,000	1,680,000	1,680,000	6,703,722	6,703,722	1,742,997	1,742,997	
Dec. 31, 1872	149,6	16,2	20,0	0	0	Parkersburg and Potomac.	Penn.	1,000,000	1,000,000	1,000,000	1,000,000	6,703,722	6,703,722	1,742,997	1,742,997	
Dec. 31, 1872	153,0	3,2	89,0	—	—	Baltimore and Potomac.	Penn.	900,000	900,000	900,000	900,000	6,703,722	6,703,722	1,742,997	1,742,997	
Dec. 31, 1872	161,6	6,7	80	21	8	Belfast and Moosehead Lake.	Maine.	900,000	900,000	900,000	900,000	6,703,722	6,703,722	1,742,997	1,742,997	
Sept. 30, 1872	22,0	2,0	—	—	Belvidere, Delaware.	New Jersey.	3,876,842	3,876,842	3,876,842	3,876,842	2,244,500	2,244,500	1,000,000	1,000,000		
Sept. 30, 1872	15,6	6,7	—	—	Berkshire.	Mass.	600,000	600,000	600,000	600,000	600,000	600,000	1,000,000	1,000,000		
Sept. 30, 1872	20,6	1,4	31,6	20	20	Blossburg and Corning.	New York.	5,346	5,346	5,346	5,346	1,071,646	1,071,646	1,000,000	1,000,000	
Sept. 30, 1872	201,6	48,0	21,6	21	21	Boston and Albany.	Mass. & N. Y.	19,890,414	19,890,414	19,890,414	19,890,414	1,411,338	1,411,338	4,237,012	4,237,012	
Sept. 30, 1872	21,6	0,8	4	4	4	Brown, Barron and Fitchburg.	Mass.	783,114	783,114	783,114	783,114	30,324	30,324	12,147	12,147	
Sept. 30, 1872	42,9	9,0	21	22	12	Brown, Barron and Fitchburg.	Mass.	1,430,328	1,430,328	1,430,328	1,430,328	110,260	110,260	92,180	92,180	
Mar. 31, 1873	12,8	—	22	19	19	Brown, Concord and Montreal.	N. H.	1,250,000	1,250,000	1,250,000	1,250,000	96,736	96,736	97,180	97,180	
Sept. 30, 1872	26,8	16,0	45,8	37	46	Brown and Lowell.	N. H.	2,625,345	2,625,345	2,625,345	2,625,345	218,300	218,300	130,460	130,460	
Sept. 30, 1872	80,3	84,9	38,0	37	37	Brown and Phillips.	N. Y. & Penn.	2,565,759	2,565,759	2,565,759	2,565,759	253,142	253,142	171,511	171,511	
Sept. 30, 1872	44,0	14,5	65,0	38	38	Brown and Phillips.	N. H. & Me.	1,144,587	1,144,587	1,144,587	1,144,587	575,922	575,922	1,149,688	1,149,688	
Sept. 30, 1872	12,0	4,4	55,0	38	38	Brown and Phillips.	N. H. & Me.	8,991,238	8,991,238	8,991,238	8,991,238	516,834	516,834	1,216,986	1,216,986	
Dec. 31, 1872	75,0	12,0	4,4	55,0	38	Brown and Phillips.	N. H. & Me.	1,021,400	1,021,400	1,021,400	1,021,400	575,922	575,922	1,216,986	1,216,986	
Dec. 31, 1872	12,0	4,4	55,0	38	38	Brown and Phillips.	N. H. & Me.	1,021,400	1,021,400	1,021,400	1,021,400	575,922	575,922	1,216,986	1,216,986	
Dec. 31, 1872	12,0	70,0	12	12	12	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Sept. 30, 1872	29,0	14,0	24	16	7	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	150,0	6,0	6,0	100,0	0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	8,0	8,0	143,0	0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324	12,147	12,147	
Dec. 31, 1872	160,0	7,0	9,0	9,0	9,0	Brown, Barron and Fitchburg.	Mass.	1,047,756	1,047,756	1,047,756	1,047,756	30,324	30,324			



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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## Abstract of General Balance Sheet

Dec. 31, 1872	1872/166.0	797 Lake Superior and Mississippi. . . . .	Minn. 7,591,200	*	42,017	101,148	7,125,000	7,422,000	491,092	121,273	211,001	781,612	171,001	100			
Oct. 31, 1872	17,4	Lawrence Co. . . . .	Pennsylvania. 653,170	*	9	6	2,600,000	2,655,800	56,900	25,000	20,4	64,350	76,950	10			
Dec. 31, 1872	21,3	Leawithin' Archib' N. & W. V'n. Kansas. . . . .	Iowa 1,200	*	22	43	600,000	680,000	68,000	42,000	42,000	42,000	42,000	100			
Jun. 30, 1872	14,2	Leavenworth, Lawrence & Galv. Kansas. . . . .	6,375,151	*	20	14	21,408,800	21,408,800	5,680,000	5,14,322	208,6	427,541	5,682,933	198,314	100		
Oct. 31, 1872	14,2	Leigh Valley . . . . .	Pennsylvania. 14,611,782	*	181	44	21,408,800	21,408,800	5,680,000	5,14,322	208,6	427,541	5,682,949	198,314	100		
Dec. 31, 1872	120,0	Little Miami . . . . .	Ohio 5,390,325	*	63,5	40	2,600,000	2,655,800	6,000,000	6,000,000	197,7	1,240,270	6,000,000	6,000,000	100		
Dec. 31, 1872	120,0	Little Rock and Ft. Smith . . . . .	Arkansas. 1,416,188	*	60,0	7	6,000,000	6,000,000	6,000,000	6,000,000	197,7	1,240,270	6,000,000	6,000,000	100		
Oct. 31, 1872	188.3	Little Schuylkill . . . . .	Pennsylvania. 116,116	*	169	9	2,646,100	2,695,500	400,000	1,560	313	3 (Leased by Phila. & Reading)	271,436	7	56	93	
Oct. 31, 1872	9.5	Logans, Crawford & S. Wtn. . . . .	Pennsylvania. 116,116	*	9	6	2,648,350	2,695,500	400,000	1,560	9,5	18,386	271,436	7	56	93	
Dec. 31, 1872	24.5	London and Port Stanley . . . . .	Canada. 947,349	*	80	579	19,929	24,422,240	150,800	125,000	117,0	6,673	7,618	11,186	4,448	100	
Sept. 30, 1872	24.5	Long Island . . . . .	New York. 5,016,402	*	227	1	2,623,694	2,623,694	3,000,000	1,500,000	125,000	118,0	(Leased by Gt. W'stern Co.)	865,192	29,000	100	
Dec. 31, 1872	50.0	Louisville, Cincinnati and Lexington . . . . .	Ky. 5,694,986	*	39	27	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Leased by Chicago & Alton R. R. Co.)	442,238	277,197	4	100
Jun. 30, 1872	62.4	Louisville and Nashville . . . . .	Ky. 4,720,284	*	118	30	2,648,350	2,695,500	400,000	1,560	280,0	(Leased by Boston and Lowe II)	62,600	62,600	10	100	
Dec. 31, 1872	28.0	Lowell . . . . .	Massachusetts. 383,168	*	24	30	2,600,000	2,655,800	400,000	1,560	11,068	(Leased by Summit Br. Co.)	3,300,000	1,312,398	7	100	
Oct. 31, 1872	12.4	Lowell and Lawrence . . . . .	Massachusetts. 3,000,000	*	166	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Sept. 30, 1872	21.0	Lowell, New Albany & Chicago . . . . .	Ind. 3,000,000	*	166	2	2,648,350	2,695,500	400,000	1,560	280,0	(Leased by Boston and Lowe II)	3,300,000	1,312,398	7	100	
Dec. 31, 1872	20.0	Lowell, New Albany & St. L. Ind. & Ill. . . . .	Ill. 1,637,496	*	166	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Mar. 31, 1873	9.9	Lyon Valley (Summit Branch) . . . . .	Pennsylvania. 660,000	*	116,500	64,911	2,648,350	2,695,500	400,000	1,560	280	(Leased by Summit Br. Co.)	62,600	62,600	10	100	
Dec. 31, 1872	10.0	Lykean Valley . . . . .	Pennsylvania. 2,606,170	*	116	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	10.0	Macon and Augusta . . . . .	Georgia. 2,620,000	*	116	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	10.0	Macon and Brunswick . . . . .	Georgia. 2,620,000	*	116	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	10.0	Macon and Western (Central) . . . . .	Pennsylvania. 2,606,000	*	116	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	120.0	Maine Central . . . . .	Maine. 11,910,549	*	116	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	120.0	Manhattan & New Albany . . . . .	Ind. 1,234,707	*	116	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Sept. 30, 1872	34.0	Manchester and Framingham . . . . .	Massachusetts. 3,000,000	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Marlboro and Little Rock . . . . .	Arkansas. 2,606,000	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Marietta and Cincinnati . . . . .	Ohio. 2,606,000	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Maryland and Delaware . . . . .	Md. and Del. 1,500,000	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Massieville and Cleveland . . . . .	Pennsylvania. 2,606,000	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Massillon and Cuyahoga . . . . .	Ohio. 2,606,000	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Michigan Lake Shore . . . . .	Michigan. 1,340,125	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Charles, Tenn., Miss. & Ala. . . . .	Alabama. 1,340,125	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Tanton . . . . .	Massachusetts. 135,021	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midfield and Scholard . . . . .	New York. 191,982	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Middletown and Crawford . . . . .	New York. 191,982	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Middletown, Union and Water Gap . . . . .	New York. 350,970	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Merriman and Conn. Rivers . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Michigan Central . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Michigan Central . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Michigan & St. L. . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Michigan & Tanton . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Pacific . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & St. L. . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Tanton . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Tanton . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Tanton . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Tanton . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Tanton . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Tanton . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec. 31, 1872	31.0	Midland & Tanton . . . . .	Pennsylvania. 301,390	*	109	2	1,234,707	270,332	2,474,483	4,101,000	2,614,058	174,9	(Operated by Geo. R. R. Co.)	244,446	1,038,273	100	100
Dec.																	

## **RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

iles that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

State-aid Railroads are distinguished by a "T." and Grant Railroads are printed in "Italics."

Abstract of General Balance Sheet.									
Value of Shares.		Operations.							
Market.		Earnings.							
Par.		Dividends.							
Net.		Carried one mile.				p.c.			
Gross.		Freight.				p.c.			
Passenger.		Tons.				p.c.			
Trains Moved.		Number.				p.c.			
Railroad Operated.		M.				p.c.			
Surplus Income.		M.				p.c.			
Accounts.		Stocks.				p.c.			
Accounts and Cash.		Bonds.				p.c.			
Assets.		Stocks.				p.c.			
Rolling Stock.		Accounts.				p.c.			
Railroad.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
R. M. E.		M.				p.c.			
Pass.		M.				p.c.			
Engines.		M.				p.c.			
Railroad in progress.		M.				p.c.			
2d Track and Sidings.		M.				p.c.			
Branch Line.		M.				p.c.			
Main Line.		M.				p.c.			
Years ending.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
R. M. E.		M.				p.c.			
Pass.		M.				p.c.			
Engines.		M.				p.c.			
Railroad in progress.		M.				p.c.			
2d Track and Sidings.		M.				p.c.			
Branch Line.		M.				p.c.			
Main Line.		M.				p.c.			
Years ending.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
R. M. E.		M.				p.c.			
Pass.		M.				p.c.			
Engines.		M.				p.c.			
Railroad in progress.		M.				p.c.			
2d Track and Sidings.		M.				p.c.			
Branch Line.		M.				p.c.			
Main Line.		M.				p.c.			
Years ending.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad in progress.		M.				p.c.			
2d Track and Sidings.		M.				p.c.			
Branch Line.		M.				p.c.			
Main Line.		M.				p.c.			
Years ending.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
R. M. E.		M.				p.c.			
Pass.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			
Railroad Stock.		M.				p.c.			
Companies.		M.				p.c.			
Freight.		M.				p.c.			
Cars.		M.				p.c.			
Engines.		M.				p.c.			





Boston Stock Exchange.	
Actual Sale Prices for the week ending Sept. 3.	
Th. 28	F. 29.
Boston and Albany	145
Boston and Lowell	145
Boston and Maine	117
Boston and Providence	152
Boston, Hartford & Erie	152
Cheshire, pref.	314
Chi. Burl. & Quincy	98
Concord	90
Connecticut River	98
Eastern	101
Fitchburg	101
Manchester & Lawr'ce	91
Michigan Central	90
Northern, N. H.	108
Ogdens. & Lake Champ.	60
pref.	99
Old Colony	111
Ph. Wil. & Baltimore	54
Portl'd, Sac' & Ports	54
Union Pacific	68
" Land Grant	80
" Income 10s.	54
Vermont & Canada	54
Vermont & Mass.	54
South Boston (Horse)	70
Cambridge	57
Metropolitan	57
Middlesex	57
Central Mining Co.	26
Copper Falls	26
Franklin	5
National	5
Pewable	42
Quincy	41

and discount averages more than a million, and enlarged their circulation slightly.

Preparations are making by the new National Banks of the South and West, under the act of July, 1870, to take out the remainder of their circulation, \$8,000,000 in amount, before the 15th of September, as limited by the recent order of the Currency Bureau. Whatever sum then remains to be provided for by the deposit of Public Stocks will be distributed to the older Banks. The new Bankers are buying the 5 per cents of 1881 (Funded Loan) as the basis of this Circulation. Merchant paper and time loans on Stock collateral tend to dearer rates of Interest.

The city banks have shown a further loss on their obligatory reserve, the last statement showing that they had \$5,906,450 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance about \$391,033, and reduced its currency reserve \$1,122,928. Its currency reserves at the close of the week were \$82,220,837; and its coin hoard, \$50,811,601.

The clearances of the city banks averaged through the week about 74½ millions a day, and amounted in the aggregate, for the whole week, to \$447,799,948, as against \$449,504,645 the preceding week.

The specie reserve of the city banks according to the latest return is \$23,095,200, against \$16,402,500 same time last year. The city bank deposits are now \$229,390,300 against \$219,036,200, week ending Aug. 31, 1872. The legal tender reserve amounts to \$44,729,300, against \$49,386,700 same time last year. The circulation now stands at \$72,281,900 against \$27,475,000 same time last year. The loans are now \$288,833,000 agains \$288,812,400 at this date last year.

The coin reserve of the city banks is now about 23½ millions, as against about 15 millions Feb. 21, 1873, and about 25½ millions on the 20th of July; the legal tender reserve is a little over 44½ millions against about 34½ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 220½ millions, agaist 186½ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

A fair yield from excises and customs has been noted by the Treasury Department during the week. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, \$17,346,306. The customs at the port of New York, for the week, were \$3,279,523, and at the outports, about \$1,100,000 more, in coin or coin certificates.

Under the Treasury programme for September, Government proposes to sell at least six millions of Gold, as follows: Thursday, September 4, \$1,500,000; Thursday, September 11; \$1,500,000; Thursday, September 18, \$1,500,000; Thursday, September 25, \$1,500,000. And to but in, on Wednesday, Sept. 17, at least \$500,000 Five Twenties.

The outstanding amount of U. S. Currency, on the 1st of September, was \$401,588,434, as follows: Old demand notes, \$79,937 50; legal-tender notes, new issue, \$78,236,551; legal-tender notes, series of 1869, \$277,763,449; one-year notes, 1863, \$88,615; two year notes, 1863, \$25,950; two year coupon notes 1863, \$31,100; compound interest

notes, \$473,240; fractional currency, first issue, \$4,849,694 46; do, second issue, \$8,161,602 17; do, third issue, \$3,424,498 67; fourth issue, first series, \$21,602,440 98; do, second series, \$10,555,955 25; fractional currency, fourth issue, third series, \$1,795,500.

The U. S. Sub-Treasury office last week received \$4,105,959 of currency, and \$6,111,057 of gold, the latter including \$8,435,000 from customs; and disbursed \$5,228,886 of currency and \$5,723,025 of gold, the latter embracing \$2,342,609 of coin interest.

The aggregate receipts of the office from all sources in August, were \$70,573,442, including \$18,454,759 from customs; payments, on all accounts, \$55,892,086, including \$5,421,843 of coin interest.

Gold has been in more confident speculative demand toward the close, with a fairly active customs inquiry, and a limited call for export. The later dealings at the Gold Board indicated a stiffening tendency in the premium, under the clique manipulations. The range of the price during the week has been from 115½@116½, and the quotation on Wednesday was 115½ against 115½ on Wednesday of the preceding week. The specie outflow last week, was only \$399,428. The Gold Exchange Bank clearances have averaged about 50½ millions per day during the week.

The customs demand for Gold last week, averaged \$546,600 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1872, have been \$2,176,151, against \$2,797,422 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$87,831,258 against \$103,900,798 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$53,697,372, against \$58,940,859 during the same time in 1872.

The export drain of specie was \$399,427 last week, against \$367,589 same week preceding year. The shipments since January 1, 1873, have been \$39,789,199 against \$57,334,806 during the same portion of 1872.

Foreign Exchange closed heavily and irregularly, influenced by the large and urgent offerings of bills and the comparatively limited demand. Bankers' sixty day bills on London closed on Wednesday at 107½@107½; sight bills on London, at 107½@108½. The week's exports of Domestic Produce have been to the currency value of \$5,420,244.

Government securities have been quoted firmer, and have been fairly active, considering the limited offerings of all issues. The public debt statement of Sept. 1, indicated a further liquidation of \$6,752,829.

U. S. sixes of 1881 closed on Wednesday of this week at 119½@119½; U. S. Five-Twenties of 1862, 116½@—; U. S. Five-Twenties of 1864 at 117@117½; U. S. Five-Twenties of 1865 118½@118½; U. S. Five-Twenties of 1865 consolidated 116½@117½; U. S. Five-Twenties of 1867, 118½@118½; U. S. Five-Twenties of 1868, 117@118; U. S. Ten-twenties at 118@118½; U. S. Fives of 1881 (Funding Loan) 114½@114½; Six per cent. currency Sixes from 118½@118½.

The Railway and Miscellaneous share specu-

### London Stock Exchange.

	Closing Prices.—
Aug. 15.	Aug. 22.
Atlantic & Gt. W. 1st mort., \$1,000...	73 — 75
Do. 2d mort., \$1,000...	66 — 68
Do. Con. mort. B'dns Bisch's Cert.	41 — 43
Do. Reorg. Scrip...	97 — 99
Do. Leas. Lines, Rental Bonds...	89 — 91
Detroit & Milwaukee 1st mort. Bonds	65 — 70
Do.	65 — 70
Erle shares 100 dol. all paid...	47 — 47
Do. 6 per cent Convertible Bonds.	97½ — 98½
Cons. Mort. amount autho. to be re-issued for conv. of existing bonds...	95½ — 96½
Illinoi Central \$100 shares all paid...	84½ — 85½
Do. Redemption mort. bonds 6 p.c. 101	103 — 104
Illinois & St. Louis Bridge 1st mort.	102 — 104
Marietta and Cincinnati Rail. Bonds	82 — 86
Michigan Central 8s 1882, conv.	85 — 90
Panama 2d mort...	78 — 82
Panama General mort...	97 — 99
Pennsylvania, 2d mort...	97½ — 98½
Do. General mort...	96 — 98
Do. \$50 shares...	43½ — 44½
Philadelphia and Erie 1st mort...	98 — 100
Do. with option to be paid in Phila.	97 — 98

### American Railroad Journal.

Saturday, September 6, 1873.

#### Stock Exchange and Money Market.

Money has been hardening in price to both speculative and mercantile borrowers, on a gradually increasing demand for aid, that for commercial purposes growing directly out of the expanding requirements of the Fall trade, which now promises quite encouragingly. There has been an enlarged outflow of currency to the interior, to further the movement of the crops to the seaboard; and this has told adversely on the currency reserves both at Bank, and in the U. S. Sub-Treasury. Call loan rates have been quoted more generally toward the close at 6@7 per cent, with strictly choice to prime discounts from 7@8½ per cent per annum. The speculative demand for help has been more animated, in view of the livelier dealings at the Stock, and Gold Exchanges. The U. S. Sub Treasury, last week, reduced its currency reserve materially and added moderately to its coin hoard. The city banks last week reported a loss of nearly 7½ millions in their deposit line with a decrease of about 7/8ths of a million in their legal tender, and of over two millions in their specie reserves. They reduced their loan

rate by the Treasury Department during the week. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, \$17,346,306. The customs at the port of New York, for the week, were \$3,279,523, and at the outports, about \$1,100,000 more, in coin or coin certificates.

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The outstanding amount of U. S. Currency, on the 1st of September, was \$401,588,434, as follows:

lation has been quite active in the prominent street favorites, and, toward the close, buoyant as to prices.

Railway Mortgage Loans have been more inquired for and quoted firm. Central Pacific Sixes have been selling to a fair extent at from 90 $\frac{1}{2}$ @90 $\frac{1}{2}$ . The Chesapeake and Ohio Seven percent gold bonds have been selling to a fair extent at 90, and interest. Chesapeake and Ohio Sixes have been moderately active at 88 $\frac{1}{2}$  and interest. Western Pacific Sixes at 92 $\frac{1}{2}$ @92 $\frac{1}{2}$ . The Northern Pacific 7-30 Loan has been in good demand at par and interest.

State bonds have been moderately active at generally steady prices, for the favorite issues.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 20.	Aug. 27.	Sept. 3.
Consols .....	92 $\frac{1}{4}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
U. S. 5-20s, 1865....	94 $\frac{1}{2}$ @95	95 $\frac{1}{2}$	95 $\frac{1}{2}$
" 1867 ....	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$
" 10-40s ....	*90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$
New Fives of 1881....	91 $\frac{1}{4}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$
Erie .....	46 $\frac{1}{4}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$
Ill. Central.....	86	86	—

\* Ex Sept. coupon.

General business has been more satisfactory as to the volume of dealings in foreign merchandise, as well as in domestic produce. Prices have generally shown more firmness. The Metal trade has been rather brisker. Copper has been quoted steady, but has been quite moderate at 100,000 lbs. Lake at 26 $\frac{3}{4}$ c. @27c. Iron has been generally held with more confidence in view of the reported rise in the English markets, and the announcement that the new German tariff would take effect on the 1st of October. The demand has been more animated, especially for Pig. Sales have been reported of 800 tons Glengarnock Pig at \$44, now quoted at \$45, with Eglinton at \$44. The reported dealings in American product have been limited, with quotations about as in our last. We quote: Eglinton Pig at \$43; Glengarnock, at \$44; No. 1 American Pig at \$43 @45; No. 2 do. at \$38@\$42; English rails at \$64@\$65 gold; American rails, at works, at \$77 50; Old rails \$48@47; Wrought Scrap, \$40@\$45 from dock and yard. Pig Lead has been very dull with foreign quoted at 6 $\frac{1}{2}$ c., gold, for ordinary, and domestic at 6 $\frac{1}{2}$ c. @6 $\frac{1}{2}$ c., gold. Spelter has been very quiet at \$7 87 $\frac{1}{2}$ . @ \$7 60, gold. Pig-tin has been in limited demand, with Straits quoted at 31c.; English at 28c. @28 $\frac{1}{2}$ c., on sales of five tons, and Banca, at 34 $\frac{1}{2}$ c. @34 $\frac{1}{2}$ c., gold. Tin Plates, have been rather more active, at full previous rates. Sales, 1,000 boxes Charcoal at \$10 75; 500 boxes Coke at \$8 75; and 500 boxes Charcoal Terne, at \$10 gold. Charcoal Plates quoted at \$10 75@11 12 $\frac{1}{2}$ ; Charcoal Terne, \$9 62 $\frac{1}{2}$ @\$10 25; Coke, \$8 50@\$8 87 $\frac{1}{2}$ ; Coke Terne, \$7 50@\$8 87 $\frac{1}{2}$ , gold, per box. Zinc dull and unchanged.

Foreign merchandise has been more active and generally firm as to price. The week's imports of foreign goods and merchandise amounted to \$8,465,384 including \$2,862,116 of dry goods.

The leading kinds of domestic produce have been more sought after, especially Breadstuffs, Provisions, Cotton, Wool and Tobacco, with bidders evincing more firmness. Middling upland Cotton left off buoyantly at 20 $\frac{1}{2}$ c. per lb. The receipts at all the ports, year ending Sept. 1,

were \$3,564,045 bales, against 2,705,523 bales the preceding year; exports 2,665,113 bales against 1,951,995 bales the previous year; stock at the ports at latest dates, 48,899 bales against 57,959 bales same date in 1871.

Ocean freights have been quite active, with rates quoted firmer, room and tonnage having been offered reservedly. The main call for accommodation has been from Grain and Petroleum Shippers.

At the Live Stock Markets, Beesves have been in fair demand at from 6 $\frac{1}{2}$ @12 $\frac{1}{2}$  cts. the better grades showing firmness. Veals at 5@10 cts.; Sheep at from 4@6 $\frac{1}{2}$  cts.; Spring Lambs 5@9 cts.; Swine at 5 $\frac{1}{2}$ @5 $\frac{1}{2}$  cts. per lb., all live weight. The week's receipts were 9,243 Beesves, 2,629 Veal Calves, 23,381 Sheep and Lambs, and 36,847 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Atlantic and Pacific pref., 26; St. Louis, Kansas City and Northern pref., 44; Illinois Central scrip, 100 $\frac{1}{2}$ ; Ohio and Miss. 7s, consol., 91 $\frac{1}{4}$ ; Detroit, Monroe, and Toledo 1st mort., 97; E. Tenn., Va. and Ga. 1st mort., 91 $\frac{1}{2}$ ; Nashville and Decatur 1st mort., 91; Cedar Falls and Minnesota 1st mort., 78 $\frac{1}{2}$ ; New Jersey Southern R. R., 27 $\frac{1}{2}$ ; do. 1st mort., 74; Burlington, Cedar Rapids and Minnesota 1st mort., 87; Western Pacific R. R. bonds, 92 $\frac{1}{2}$ ; Albany and Susq. R. R. 93; do. 2d mort., 98; Long Dock bonds, 95 $\frac{1}{2}$ ; St. Louis and Iron Mt. 1st mort., 97; Central of New Jersey 1st mort., new 105; Western Union Telegraph, 92; do. 7s, 98; Maryland Coal, 24; Cumberland Coal and Iron, 79; Consol Coal of Md., 55; Wells-Fargo Exp., 75; U. S. Exp., 68 $\frac{1}{2}$ ; Am. Exp., 91 $\frac{1}{4}$ ; Adams Exp., 92 $\frac{1}{4}$ ; N. J. Central L. and Imp., 65; N. Y. State 7s, B. L., reg., 104 $\frac{1}{2}$ ; Louisiana 6s, old, 49; Ohio 6s, 1881, 102; Texas 10s, 1876, 85; Brooklyn 6s, W. L., 93 $\frac{1}{2}$ .

*Philadelphia.*—Reading Coal and Iron bonds, 90; Pennsylvania Canal 6s, 69; Lehigh Nav. conv. gold loan, 92 $\frac{1}{2}$ ; Philadelphia and Reading 7s, 1898, 103; do. Gen'l mort. 7s, reg., 103; do. coupon, 101 $\frac{1}{4}$ ; do. deben. bonds, 79; do. 7s, new, conv., 102 $\frac{1}{2}$ ; Wilmington and Reading 1st mort., 99 $\frac{1}{2}$ ; Schuylkill Nav. 6s, boat loan, 75; West Jersey R. R. 7s, 103; do. 6s, 94; Lehigh Valley 7s, 102; West Chester and Philadelphia R. R. 7s, 103 $\frac{1}{4}$ ; Sunbury and Erie 7s, 102 $\frac{1}{2}$ ; Pennsylvania and New York 7s, 100; Pittsburg, Cincinnati and St. Louis 7s, 74 $\frac{1}{2}$ ; Catawissa 7s, new, 100; Cayuga Lake R. R. 1st mort. 7s, 96; Harrisburg and Lancaster R. R., 51; Camden and Atlantic pref., 42 $\frac{1}{4}$ ; Nesquehoning R. R., 54; Camden City 7s, 102. The latest quotations are: City 6s, 98 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; do. free of tax, 101 $\frac{1}{2}$ @101 $\frac{1}{2}$ ; Pennsylvania State 6s, 1st series, 100@100 $\frac{1}{2}$ ; do. 2d series, 103 $\frac{1}{4}$ @103 $\frac{1}{4}$ ; do. 3d series, 108 $\frac{1}{2}$ @108 $\frac{1}{2}$ ; Philadelphia and Reading 55@55 $\frac{1}{2}$ ; do. Gen'l mort. 7s, coup., 101@102; do. reg., 102 $\frac{1}{2}$ @103; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102 $\frac{1}{2}$ ; United New Jersey R. R. and Canal Co., 122@122 $\frac{1}{2}$ ; Camden and Amboy mort. 6s, 1889, 96@97; do. 1888, 90 $\frac{1}{2}$ @92; do. 1889, 88 $\frac{1}{2}$ @89 $\frac{1}{2}$ ; Pennsylvania R. R., 53 $\frac{1}{2}$ @53 $\frac{1}{2}$ ; do. 1st mort., 100 $\frac{1}{2}$ @100 $\frac{1}{2}$ ; do. 2d mort., 100@101; do. General mort. coupon, 91 $\frac{1}{2}$ @92; do. reg., 96 $\frac{1}{2}$ @97; Little Schuylkill R. R., 46 $\frac{1}{2}$ @46 $\frac{1}{2}$ ; Morris Canal, 48@50; do. pref., 122@124; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 68@75;

Schuylkill Nav., 6@7; do. pref., 12@12 $\frac{1}{2}$ ; do. 6s, 1882, 71 $\frac{1}{2}$ @72; do. 1872, 78@79; Elmira and Williamsport pref., 38@38 $\frac{1}{2}$ ; do. 7s, 1873, 94@96; 5s, do. 58@65; Lehigh Coal and Navigation 37@37 $\frac{1}{2}$ ; do. 6s, 1884, 90@90 $\frac{1}{2}$ ; do. R. R. Loan, 92 $\frac{1}{2}$ @93; do. Gold Loan, 91 $\frac{1}{2}$ @91 $\frac{1}{2}$ ; North Pennsylvania, 49 $\frac{1}{2}$ @50; do. 6s, 99 $\frac{1}{2}$ @99 $\frac{1}{2}$ ; do. 7s, 101 $\frac{1}{2}$ @102 $\frac{1}{2}$ ; do. Chatte 10s, 110@112; Philadelphia and Erie, 24@26; do. 6s, 90@91; Minehill, 51 $\frac{1}{2}$ @52; Catawissa, 19@20; do. pref., 42 $\frac{1}{2}$ @43; do. new pref., 32@33; do. 7s, 1900, 99@101; Lehigh Valley, 80 $\frac{1}{2}$ @80 $\frac{1}{2}$ ; do. 6s, new coupon, 96@96; do. reg., 97 $\frac{1}{2}$ @—; do. 7s, 101 $\frac{1}{2}$ @102 $\frac{1}{2}$ ; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57 $\frac{1}{2}$ @59; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 30@33; Green and Coates 46@48; Chestnut and Walnut, 60@70; Hestonville, 18@19; Germantown, 30@—.

*Boston.*—Chicago, Burlington and Quincy 7s, 94 $\frac{1}{2}$ ; Burlington and Missouri River R. R. in Nebraska, 46; do. 8s, in Nebraska, 1894, 95; Boston and Maine R. R. 7s, 1892, 104; Atchison, Topeka and Santa Fe 1st mort. 7s, 69; do. 7s, L. G., 69 $\frac{1}{2}$ ; Eastern R. R. 7s, 1882, 100 $\frac{1}{2}$ ; Ogdensburg and Lake Champlain 8s, 1879, 91 $\frac{1}{2}$ ; Cape Cod 7s, 1881, 99 $\frac{1}{2}$ ; Ottawa, Oswego and Fox River Valley 8s, 1890, 94 $\frac{1}{2}$ ; Vermont Central 1st mort., 26; do. 2d mort., 7 $\frac{1}{2}$ ; Vermont and Canada Equipment 8s, 79; Boston and Albany 7s, 1892, 104 $\frac{1}{2}$ ; Old Colony R. R. 7s, 102; Connecticut and Passumpsic Rivers R. R. pref., 86 $\frac{1}{2}$ ; do. 7s, 1876, 97; Worcester and Nashua R. R., 132 $\frac{1}{2}$ ; Norwich and Worcester R. R., 130; Rutland R. R. pref., 52; do. scrip. No 4, 88; Cincinnati, Sandusky and Cleveland R. R., 12; Summit Branch R. R., 42; Cary Imp., 8 $\frac{1}{2}$ ; Boston Water Power Co., 25 $\frac{1}{2}$ ; New Hampshire 6s, 98 $\frac{1}{2}$ ; do. 1902, 98 $\frac{1}{2}$ ; Massachusetts 5s, 1894 reg., 100; Boston 6s, 1874, 99 $\frac{1}{2}$ ; do. 1876, 99; Lowell 6s, 1890, 94; Chicago 7s, 1899, 99 $\frac{1}{2}$ ; Cleveland, 7s, 1892, 101 $\frac{1}{2}$ ; Nashua (N. H.) 6s, 1892, 91; Cook Co., Ills., 7s, 1885, 98 $\frac{1}{2}$ ; Cambridge 6s, 1893, 94; Worcester 6s, 1892, 93 $\frac{1}{2}$ ; Cincinnati 7s, 1891, 102; Allouez Mining Co., 14 $\frac{1}{2}$ ; Calumet and Hecla, 154 $\frac{1}{2}$ ; Dana, 1; Rockuda, 3.

*Baltimore.*—Maryland Defense bonds, 104; Virginia consols, coupons, 79 $\frac{1}{2}$ ; Indianapolis 8s, 100 $\frac{1}{2}$ ; Grange, Alex., and Manassas 7s, 81 $\frac{1}{2}$ ; Wilmington, Columbia and Augusta 1st mort. 7s, 75 $\frac{1}{2}$ ; Northern Central 6s, 1900, gold, 91; Orange and Alexandria 4th mort. 8s, 80; Central Ohio R. R., 40 $\frac{1}{2}$ ; do. 1st mort., 89; Richmond and Danville 1st mort., 75. The latest quotations are: Wilmington, Columbia and Augusta bonds, 75@76; Wilmington and Weldon bonds, 93@94 $\frac{1}{2}$ ; Pittsburg and Connellsburg 7s, 1898, 98@94 $\frac{1}{2}$ ; Baltimore and Ohio, 165@175; do. 6s, 1875, 98 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; do. 1880, 98 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; do. 1885, 98 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; Parkersburg Branch, 11@12 $\frac{1}{2}$ ; Northern Central, 35@36; do. 6s, 1885, 91 $\frac{1}{2}$ @92; do. 1900, 88@90; do. 6s, 1900 gold, 90 $\frac{1}{2}$ @91; N. W. Va. 1st mort., —@92 $\frac{1}{2}$ ; do. 2d mort., 94@97; do. 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 102@108 $\frac{1}{2}$ ; do. 2d mort., 7s, 93@95; do. 3d mort., 8s, 81 $\frac{1}{2}$ @82; Central Ohio, 40 $\frac{1}{2}$ @42; do. pref., 40@41 $\frac{1}{2}$ ; do. 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 84 $\frac{1}{2}$ @—; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95 $\frac{1}{2}$ @97; do. 3d mort. guar., 96@96 $\frac{1}{2}$ ; do. 2d mort. pref., 75@79; do. 2d mort. guar. by Washington

Co., 81@90; Richmond and Danville 1st mort., 75@75½; Orange and Alexandria 1st mort. 6s, 92@96; do., 2d mort. 6s, 85½@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 79½@79½; Orange, Alex. and Manassas 7s, 80@81½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@76½; do., 8s, 3d mort., 87½@88; Baltimore 6s 1875, 98½@99; do., 1884, 98½@99½; do., 1886, 98½@99; do., 1890, 98½@98½; do., 1898, 100@100; do., 1898, exempt, 101@103; do., 1900, exempt, 98@99; do., 1900, new, 98@98½; do., 1902, 97½@98; Memphis City 6s, 51@53; Maryland Defense Loan, 1888, 104@104; Virginia 6s, old, 37@—; do. coupon old, 36½@38; do. consol. 6s, 51½@52½; do. coupons, 79½@79½; West Virginia, 12@13; City Passenger R. R., 17@18½; George's Creek Coal, 120@140.

OFFICE OF FISK & HATCH,  
No. 5 NASSAU-ST., NEW YORK, Sept. 1, 1873.

The CHESAPEAKE AND OHIO RAILROAD, is now completed and in regular operation. To increase its Equipment, and perfect its Terminal facilities, and Deep-water connections with European Steam-ship Lines, and to accommodate the heavy Coal and Mineral Traffic together with the growing Iron and Miscellaneous Local and Through Business now pressing upon the Line, we are selling, on behalf of the Company, a limited amount of their **SEVEN PER CENT. GOLD BONDS**, secured by mortgage liens on the whole valuable property at 90 and accrued interest; \$1,000 each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest Jan. 1 and July 1.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO**; the price of these is 88½ and accrued interest. They are issued in denominations of \$100, \$500, and \$1,000, interest payable May and November.

The property has cost already upward of \$38,000,000, and is constantly increasing in value. We can recommend both classes of the Bonds, which are selling rapidly, with great confidence.

We also continue to deal in **Government, and Central Pacific, and Western Pacific Bonds**, execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

The Poughkeepsie *News* says: "We learn that several European capitalists (engaged in the manufacture of iron in England), associated with some of our citizens, have about completed their arrangements for the establishing in this city one of the largest iron manufacturing establishments in the United States. The capital employed will be several millions of dollars. It is proposed by the company to enter largely into the manufacturing of steel rails and other iron work for railroad and bridge purposes."

The earnings of the Erie Railway Company for the week ending Aug. 23, 1873, were \$478,287, and since July 1, \$3,018,378—an increase over the corresponding period of the previous year of \$228,514.

#### Prevention of Cruelty to Animals.

The following is a copy of an act passed by Congress to prevent cruelty to animals while in transit by railroad or other means of transportation within the United States.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.* That no railroad company within the United States whose road forms any part of a line of road over which cattle, sheep, swine, or other animals shall be conveyed from one State to another, or the owners or masters of steam, sailing, or other vessels carrying or transporting cattle, sheep, swine, or other animals from one State to another, shall confine the same in cars, boats, or vessels of any description, for a longer period than twenty-eight consecutive hours, without unloading the same for rest, water, and feeding, for a period of at least five consecutive hours, unless prevented from so unloading by storm or other accidental causes. In estimating such confinement the time during which the animals have been confined without such rest on connecting roads from which they are received shall be included, it being the intent of this act to prohibit their continuous confinement beyond the period of twenty-eight hours, except upon contingencies hereinbefore stated. Animals so unloaded shall be properly fed and watered during such rest by the owner or person having the custody thereof, or in case of his default in so doing then by the railroad company or owners or masters of boats or vessels transporting the same at the expense of said owner or person in custody thereof; and said company, owners or masters shall in such cases have a lien upon such animals for food, care, and custody furnished, and shall not be liable for any detention of such animals authorized by this act. Any company, owner or custodian of such animals who shall knowingly and wilfully fail to comply with the provisions of this act shall, for each and every such failure to comply with the provisions of this act, be liable for and forfeit and pay a penalty of not less than one hundred nor more than five hundred dollars: *Provided, however,* That when animals shall be carried in cars, boats, or other vessels in which they can and do have proper food, water, space, and opportunity for rest, the foregoing provisions in regard to their being unloaded shall not apply.

Section 2. That the penalty created by the first section of this act shall be recovered by civil action in the name of the United States, in the circuit or district court of the United States, holden within the district where the violation of this act may have been committed, or the person or corporation resides or carries on its business; and it shall be the duty of all United States marshals, their deputies and subordinates, to prosecute all violations of this act which shall come to their notice or knowledge.

Section 3. That any person or corporation entitled to lien under the first section of this act may enforce the same by petition filed in the district court of the United States holden within the district where the food, care, and custody shall have been furnished, or the owner or custodian of the property resides; and said court shall have power to issue all suitable process for the enforcement of such lien by sale or otherwise, and to compel the payment of all costs, penalties, charges, and expenses of proceedings under this act.

Section 4. That this act shall not go into effect until the first day of October, eighteen hundred and seventy-two.

Approved, March 3, 1873.

The Pittsburg *Commercial*, of the 22d ult., says: "We learn, incidently, of two lots of Lake Superior pig iron, one of 2,000 tons, and one of 3,000, ordered at the furnaces for shipment to England. One of the lots is ordered nominally for Montreal, but it is understood to be for English consumption. Our information is so nearly direct that we entertain no doubt of the facts as stated."

We have been requested by Mr. Isaac Hinckley, President of the Philadelphia, Wilmington and Baltimore Railroad Company, to contradict the following statement which appeared on the first page of our last issue:

"A committee of the directors of the Philadelphia, Wilmington and Baltimore Railroad have awarded to the Baltimore Bridge Company the contract to replace the present wooden bridge now spanning the Susquehanna river at Havre de Grace by an iron structure. In all there are twelve spans in the bridge, each two hundred feet in length."

In a postscript to his letter Mr Hinckley says:

"You may have heard that I authorized our Engineer to contract for one span of 250 feet in length to replace a span injured by a tornado—but how it should grow into twelve spans of 200 feet contracted for by a Committee of Directors I cannot conceive."

Direct railroad communication between Hagerstown and Martinsburg is being rapidly consummated. The *Hagerstown Daily* says that the advance gang of workmen engaged in laying the track of the extension of the Cumberland Valley Railroad are now within four miles of Martinsburg, and are progressing at the rate of about one half mile per day. Other gangs engaged in ballasting the road are following closely, and it is the intention of the company to open the road to trade and travel on the 8th of September.

The *Philadelphia Ledger* reports the total anthracite coal tonnage for the week ending August 28, at 456,857 tons, and for the coal year 12,329,253 tons, against 12,024,801 tons to corresponding time last year, being an increase of 294,452 tons. The bituminous tonnage for the week is 57,133 tons, and for the year 1,998,266 tons, giving a total of all kinds for the week of 518,490 tons, and for the year of 14,827,674 tons, against 13,803,479 to same time last year, being an increase of 524,195 tons.

There are now constructed on the Northern Pacific Railroad five hundred and seventeen miles, including four hundred and fifty-two miles from Duluth to Bismarck at the eastern end, and sixty-five miles from Kalama to Terrino at the Pacific end. Another portion of the road two hundred and five miles in length is to be placed under construction immediately.

The Erie Railway Company has declared a dividend of 8½ per cent on the preferred stock and one per cent on the common stock, payable on the 1st of October. The books will be closed from the 18th of this month to the 2nd of October.

The estimated earnings of the Kansas Pacific Railway for the week ending Aug. 22, are: freight, \$49,348 74; passengers, \$30,113 38—total, \$79,462 12.

The estimated earnings of the Denver and Rio Grande Railway for the week ending August 7th 1873, were: freight, \$4,050 42; passengers, \$4,802 97—total, \$8,853 39.

The Portland Company, besides repairing the shops injured by the late fire, is building a car-shop of brick 170 by 60 feet, with an addition 50 by 20 feet, to be finished in a month or two,

## Journal of Railroad Law.

RAILROAD COMPANIES—THEIR DUTIES AS TO MAN-  
NER OF LAYING TRACKS—PRESUMPTION OF NEG-  
LIGENCE.

The recent case of *Worster vs. The Forty Second Street and Grand Street Ferry Railroad Company* (50 N. Y., 203), was an action brought to recover damages for injuries sustained by a horse of plaintiff, occasioned by an alleged defect in defendant's track.

Defendant owns and operates a railroad running through and over Houston Street in the City of New York. On the 12th of April, 1864, plaintiff was driving a pair of horses, belonging to him over the track, one horse stepped into a hole, was thrown down and injured, and in consequence died.

The court dismissed the complaint upon the ground that there was no evidence showing defendant was aware of the bad condition of its track, or that the same was in such a condition for a length of time that would imply knowledge.

The General Term reversed this decision.

The following is the opinion of the court delivered by—

CHURCH, CH. J.—We are to assume that the defendants had a lawful right to lay their tracks in the street, where the injury occurred, but this right carries with it the obligation to lay the tracks in a proper manner, and keep them in repair, and if an injury occurs by reason of neglect in either of these respects the defendants are liable in damages. (*Flash vs. The Third Ave. R. R. Co.*, 1 Daly, 148, 11 Penn., 141). The defect was immediately connected with the track and was plainly visible to the employees of the defendants who were constantly operating the road. The duty of remedying the defect was affirmative and absolute. Notice to the defendants of the defect was not necessary. (35 N. Y., 58). It was their duty to know it. It was patent and an omission to know that such a defect existed was *prima facie* negligence as much as an omission to repair after notice. The facts tended to prove that the defect had existed for some days. The learned judge who presided now suited the plaintiff because the defendants had no notice of the defects, and because they had not existed for such a length of time as to create the presumption of knowledge. The ruling was erroneous. The presumption of knowledge arises from the existence of the defects themselves. The plaintiff was only required to show that the injury resulted from the road being out of repair, and if circumstances existed showing absence of negligence it was for the defendant to prove them. The presumption of negligence was complete when it appeared that the defects existed and an inquiry was caused thereby. In some cases notice to municipal corporations, express or implied, of defects or obstructions in the streets, is requisite to create a liability for an injury produced by reason of them, but the authority of these cases has no application here, (*Hudson vs. Mayor, &c.*, 9 N. Y., 168).

Judgment of reversal must be affirmed.

Judgment affirmed.

The Harsimus branch of the Pennsylvania Railroad, extending from the railroad cut in Bergen Hill to the new depot in course of erection in Harsimus Cove, is completed. It will be used exclusively for freight trains.

## Railways in India.

The annual report of Mr. Julian Danvers, Government Director of Indian Railway Companies, has been presented to Parliament. The report contains the following information on the condition and prospects of Indian Railways:—

A length of 305 miles was added during the year 1872 to the 5,089 miles of line which were open for traffic at its commencement, and during the present year 127 miles more have been completed, so that the railway system now open in India extends over 5,512 miles. Fair progress has been made with the works on the State lines, and during this year between 200 and 300 miles will probably be opened. An additional length of 150 miles on the Oude and Rohilkund line will also be finished and opened before November next. The works on this line which give most trouble are the bridges, especially those over the Ganges at Cawnpore and at Rajghat. The importance of obtaining good foundations below where the scour can possibly reach them has been demonstrated by dearly bought experience. Hardly a season passes without bridges breaking down and embankments being cut through by the streams they were respectively constructed to cross over and to check. During the floods of last year the Sutlej bridge, on the Punjab Railway, gave way, and on the Northern State line the unfinished works on the Jhelum and Ravee bridges were damaged. Several bridges on the Bombay, Baroda, and Central India Railway were also carried away in September last. "The fact is," says Mr. Danvers, "that when railways were first proposed for India, although a great many difficulties were started which on near approach disappeared, the great difficulty of crossing the rivers and of withstanding the force of the floods was not apparently sufficiently considered or estimated. The rivers of India, which rise in the various mountain ranges some thousands of miles from the sea, cut their way through soils of so soft and shifting a character that in many places a new channel, sometimes miles away from its original course, is frequently formed, and the old bed is left dry." A curious instance of a change of channel occurred last year, when a notification appeared in the Calcutta *Gazette*, transferring thirteen villages from one district to another, in consequence of the Ganges having so changed its course as to leave them on the south instead of the north bank. The process of erosion is thus described by the late Captain Wood in his *Journey to the Source of the Oxus*:—"When the waters of the Indus are low, the noise caused by the tumbling in of its banks occurs so frequently as to become a characteristic of the river. During the silence of night the ear is assailed by what at first might be mistaken for the continued discharge of artillery; two, three, and even four reports are often heard within the minute, and even thirteen have been counted in that short space of time." "The seasons in India," Mr. Danvers reminds us, "have a very different effect upon the water-courses to that which we generally see in Europe. The rainfall is confined to certain months, and, in some places, to certain weeks and days, while the rest of the year is dry and hot. In many cases river beds which may be easily forded and even waded at one season become channels for wide and impetuous streams in another. It was, of course, a part of the engineer's duty to study this characteristic and to provide against the danger. His investigations were, however, thwarted by imperfect data, and what, from recorded information observation, was considered to be the maximum volume of water that ever passed through a certain channel in the height of the floods has been frequently exceeded." Major-General Beadle, R. E., writing very recently concerning the works on the Oude and Rohilkund Railway, points out that in 1870 and 1871 the floods were so excessive and so entirely unforeseen that the estimates submitted and the project prepared had to be re-considered and altogether superseded; the bank had to be raised and the designs of bridges to be revised, increasing largely the waterway,

These floods fortunately occurred before the works were much advanced. This, however, has not been the case in other places. Disasters have accordingly occurred, and much damage has been inflicted on several railway bridges. Now that more is known more will be done to avert the mischief, but, after taking every precaution, there will always be considerable difficulty where shifting streams have to be encountered, and where foundations have to be laid in soil subject to a scour of 50 and 60 feet in depth. The only approach in Europe to this condition of things is in the northern plains of Italy, and last year we had an example of how human ingenuity and skill have been unable to cope with the streams which rush down from the Alps in the autumn and early winter. With regard to future extensions we are informed that no new undertakings were sanctioned during the past year. In the present circumstances of railway enterprise in India it is not surprising that the policy of Government in regard to future extensions should be marked by caution. So long as industrial works in India must be undertaken by Government, or, what amounts to the same thing, so far as financial risk is concerned, by guaranteed companies, and so long as the result of the working of existing lines involves a contribution from the revenue of the country to make up the amount due for interest on the outlay, the Government is right in requiring proof, or the strongest evidence in support of the belief, that future railways, whether undertaken by government or companies, will turn out to be remunerative in one shape or another. Indirect as well as direct gains, of course, enter into the calculation. The improvement of the material prosperity of the country is the end aimed at through all such works. But if the revenue of the country will not be increased, directly, by remunerative profits from the new lines themselves, or indirectly, by augmented receipts from existing lines, by saving the national expenditure or by improving the national resources, the Government naturally pauses before encouraging fresh works." As regards capital outlay, we find that the total amount of capital which, on the 31st of March last had been advanced for expenditure on the guaranteed railways was £91,686,025, of which £1,556,440 was expended during the past official year. The outlay in England for stores and materials was £822,994; in India, for construction purposes, £679,446. The expenditure on the State lines is brought down only to the 31st of December, 1872. It had then amounted to £3,492,323, of which £708,827 had been expended in England. A sum of £3,371,213 had been advanced or appropriated to the various undertakings, leaving £121,105 out of the amount expended in this country on stores, &c., to be appropriated in India. The amount appropriated to the State lines during the year 1872 was £1,558,836. The whole capital expenditure on railways in India thus accounted for (which is exclusive of the land for the guaranteed lines and the loss of exchange borne by Government) is in round numbers £94,500,000. Attention is drawn to the allegation, the truth of which is not denied, that railways in India have cost a great deal more than was expected and more than they will cost in future. The guarantee system, which should only be applied in exceptional circumstances on grounds of necessity, is not admitted to be the cause, and after investigating the capital expenditure of the East Indian Railway, the most important and costly of the lines, the following conclusions are arrived at:—"An analysis of the cost of the East Indian Railway main line, the average of which was £21,100 per mile, shows that a great part of the outlay arose from causes which were unavoidable and of an extraordinary character, such as the mutiny (which, directly and indirectly, is estimated to have added £3,000,000 to the capital outlay), the Southall rebellion, the plan of commencing operations at various parts of the line simultaneously, and the great difficulty consequent thereon of transporting materials by the road or river. The stupendous bridges and the large extent of flood openings, the length of double way constructed, as well as the general firm

and substantial character of the works and the heavy rails and materials used, account also for the rest of the outlay upon what is often erroneously regarded as a single line. Deducting the exceptional expense above described, which cannot be taken at less than £4,000,000, the cost per mile of single line would amount to £12,250. A comparison between the circumstances of India now and 20 years ago, the greater knowledge and experience which have been gained in the interval, and the practice at present in vogue of carrying out railway works on a light system, will help to explain the difference between the cost of the lines originally undertaken and those now being executed. The recent examples of the Wudwan and Patree branches in Western India encourage the expectation that in districts tolerably easy for railway operations, even with the 5ft. 6in. gauge, single lines may be constructed at a cost of from £6,000 to £3,500 a mile." The revenue derived from the railways during the past year was slightly in excess of the previous year, but the increase is not sufficient to reduce by any appreciable amount the difference between the net earnings and the sum paid for guaranteed interest, which is this year of course, greater than last year. In 1872 the revenue was £2,869,223. In 1871 it was £2,686,250. In 1872 the gross receipts were £6,351,617, and the expenditure amounted to £8,482,394. In the previous year the gross receipts were £6,146,180, and the expenditure £3,459,870. The passenger and miscellaneous receipts in 1872 were £2,387,003, compared with £2,120,821 in 1871. The goods receipts were £3,964,614 in 1872, and £4,025,809 in 1871. The guaranteed interest advanced by the Government during the year 1872 amounted to £4,600,883, so that a sum of £1,734,030 had to be charged upon the revenues of the country. Last year there was a similar charge of £1,740,720. "Although," says Mr. Danvers, "such a result was expected at the commencement of the year, it is no less to be deplored. But it should be borne in mind that some of the guaranteed capital has been raised for and expended upon lines which are not completed or open for traffic. A sum of £6,000,000 may in this way be regarded as unremunerative, so that about £300,000 may be properly deducted from the deficit when it is referred to as illustrating the deficiencies of the present railway system. The last few years are not, it is hoped, a fair criterion of the future. The fluctuations of trade will, no doubt, always produce corresponding effects upon the traffic, but gradual development is taking place, which will become more rapid as new roads and feeders are made to the existing lines, and new districts are thus opened to the advantages of railway communication." The passenger traffic last year produced £2,085,940, as compared with £1,941,571 in the previous year. The difference of £144,369 was principally made up by the increase in the receipts from third and fourth class passengers which amounted to £91,385. These classes contributed £1,496,610, or 77 per cent of the whole. The number of passengers increased from 18,940,585 to 20,322,823. The first and second classes declined. The third class rose from 14,113,426 to 15,126,824, and the fourth, or coolie class, from 3,516,549 to 3,911,429. The increase in numbers, which took place chiefly on the East Indian, the Madras, and the Bombay, Baroda, and Central India Railways, has partly been produced by a reduction in fares, which has not yet had time to yield a corresponding increase in the receipts. The third and fourth classes constituted 98.68 per cent of the whole number. The receipts per mile in 1872 were £400, compared with £394 of the previous year. The receipts from the goods and mineral traffic were last year £3,964,614, compared with £4,022,615 in 1871, showing a decline of £58,000. A large amount of tonnage was, however, carried, 2,929,637 tons having been conveyed in 1872, compared with 2,615,966 in 1871. The falling off in receipts occurred on the Great Indian Peninsula Railway, which shows a decline of £156,000 in receipts and 82,143 tons in weight. In cotton and grain alone

there was a falling off of 35,500 and 24,000 tons respectively. The number of trains run was 155,594, compared with 131,260 of the previous year. The train mileage was 14,543,862, compared with 14,080,064. The train mileage receipts averaged 8.63s, being just about the same as last year. The highest receipts per train mile were on the Bombay, Baroda, and Central India Railway, where they amounted to 12.51s. The mileage receipts on the Eastern Bengal were 99.0s, and on the East India, 9.33s. The lowest were on the Calcutta and South-Eastern, being 4.9s. Turning to the expenses it will be seen that the total expenditure for maintaining and working the railways was £3,328,644 in 1872, compared with £3,251,725 in 1871. On the Indus Flotilla it was £58,034 in 1872, compared with £50,325 in the previous year. The expenses per train mile were the same in both years—viz., 4.50s. The proportion of working expenses to gross receipts was on the average 52 per cent. This varied, however, considerably on the different lines. On the East Indian Main Line the expenses were only 41 per cent of the gross receipts; on the Great Indian Peninsula 60, on the Scinde, Punjab, and Delhi, 86. After alluding to the effect upon the traffic of certain reductions which had been made in the rates, and to the probability of the immediate loss being soon converted into a gain, Mr. Danvers explains the principle upon which he thinks a tariff should be settled. "A suitable scale of railway charges depends," he says, "upon various circumstances, but principally upon the cost of production—i.e., of conveyance. There must necessarily be a margin between such cost and the sum paid by the customer, but it by no means follows that the greater the difference the more will be the aggregate profit. In a country like India, especially, where the population is large and poor, it would be unwise to attempt to impose such rates for the conveyance of passengers as would remove the power of traveling from the great majority of the people. The true policy would seem to be to fix a rate, which, while leaving a margin for profit on the cost of conveyance, would tempt the largest number to travel. If this is the correct view, it can well be understood how, as is often asserted, the interests of railways and of the community coincide. The same remarks will apply to charges for goods, and often with greater force, as, for example, in those cases where water carriage can compete with the railway, and where large tracts of land are kept out of cultivation, or mineral districts are unworked, in consequence of the cost of conveyance to a market raising the price of commodities beyond the consumer's means. Allowance must, of course, be made for variability of trade, as the average cost of conveyance will in some measure be regulated by the amount carried; but this may be covered in the long run by moderate margin. The first point to be ascertained, therefore, is what is the cost of conveyance; and this can be arrived at only after a careful examination of the working expenses of a line for a sufficient period to cover different seasons and to include those influences on traffic which would enable a fair average to be taken. A suitable tariff," he adds, "however important, is by no means all that is required to insure success in railway enterprise. There is no commercial undertaking which requires more careful study and more intelligent and energetic management than a railway.

General B. H. Bristow, of Kentucky, has resigned the presidency of the California and Texas Railroad Construction Company, which is now building the Texas Pacific Railway, and is succeeded in that position by John McManus, of Reading Pa.

The track is laid on about sixteen miles of the Ware River Railroad extension, and two gangs of track layers are speeding the work, which is to be done, if possible, by the first of December.

The Indianapolis Belt Railway company are constructing a double track road entirely around the city of Indianapolis, for transferring through freight between roads terminating there. The *Telegrapher* says that all the railroads centering at Indianapolis, are fully committed to the enterprise, and the project is very heartily endorsed by the citizens generally, and will, no doubt, prove a success.

It is stated that the Central Vermont Railroad Company have accepted the resignation of Gyles Merrill as General Superintendent of the Central and connecting roads, and that John W. Hobart, General Freight Agent and Master of Transportation, has been appointed in his place.

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W. MILNOR ROBERTS, Chief Engineer.  
New York, August 15, 1873.

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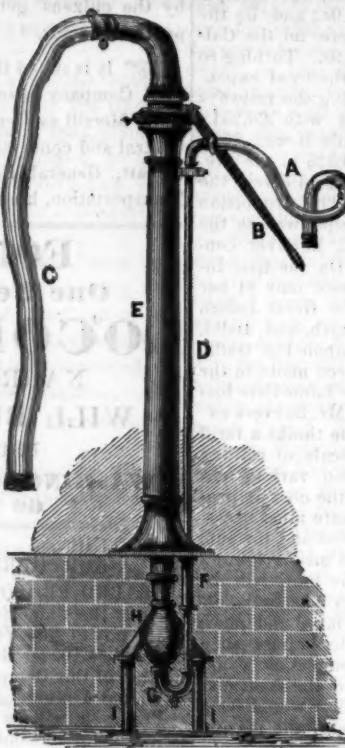
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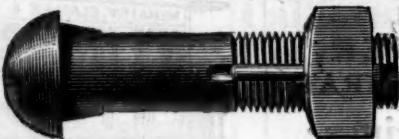
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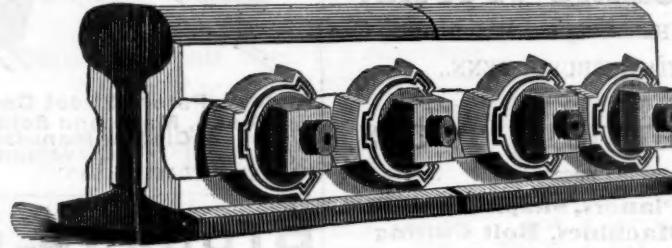
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IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

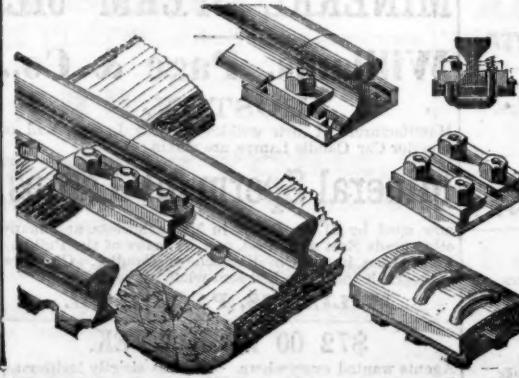
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



## FISHER'S PATENT

Wrought Iron

## RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.